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THE TRAVELERS' HANDBOOK

JOSEPHINE TOZIER

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The Travelers' Handbook

A Manual
For Transatlantic Tourists

Compiled by
JOSEPHINE TOZIER
Author of
"Among English Inns"

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New York and London
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TABLE OF CONTENTS

PAGE

INTRODUCTION ix

I. PREPARATION

Expense Involved in European Trip 1
Taking Funds Abroad 3
Letter of Credit 4, 6, 7
American Express Cheques 8
Cook's Circular Notes 11
Sight Drafts 12
English Gold 14
Small Money for the Trip 14
Foreign Coins 15-16
Confusing Terms in Foreign Coins 16-17
Correspondence Rules 17

II. TAKING PASSAGE

The List of the Steamship Lines Crossing the Atlantic 21-22
Destination, Time, Rates and Docks from which their Ships Sail 21-22
Selecting the Steamer 23
Visiting the Steamer 24
Selecting a Stateroom 26
Seat at Table 28
Steamship Tickets 29
Buying the Return Ticket 32
Labels for Luggage 34

III. ON BOARD SHIP

Stateroom Luggage for Women 37
Packing for the Voyage 39
Stateroom Luggage for Men 41

Digitized by Google

PAGE

Proper Dress for Men at Sea 42
Dress for Women at Sea 43
Dress for Children at Sea 45
Packing for Travel and for the Hold 45
Crating the Bicycle 48
Valuables and how to carry them 49
Transferring Baggage to the Pier 50
Stationery Needed 51
Passports 52
European Guide-books 52

IV. On Board Ship
Departure 54
Letters and Packages sent to Steamer 57
Laundry on Shipboard 58
Proper Arrangement of the Stateroom 58
Steward and Stewardess, their Duties 60
Fees and when to bestow them 61
Ship's Officers 63

V. Sea Life
Seasickness 65
Steamship Etiquette 68
Amusements on Shipboard, Sights seen at Sea, 71-73
Porpoises and Gulls 73-74

VI. Destination
Landing in Liverpool 76
Cables and Telegrams 78
Tickets from New York to London 78
Stop-over Tickets 81
Northwestern and Midland Railroad Tickets . . 82
Luggage sent in Advance 82
English Custom-house Regulations 85
Dock Porter's Fees 85
About Entering Dogs in England 86

Digitized by Google

PAGE

The Cloak-room of English Stations 86
Charges for Packages left in the Cloak-room . . 87
Excess Luggage 87
Parcel Delivery throughout England 88
Care to be taken with Luggage 88
Lost Luggage; Lost Property Office 90
Concerning Luggage transferred from Dwelling to London Stations 90

VII. English Railroads
Changing at Junctions 92
Buying Tickets 92
Traveling by Railroad 93
Asking Questions 94
Starting 95
Luncheon Baskets 95
Railroad Time Tables 96
English Railroad Terms that differ from American Expressions 98
Names of the London Terminals 98
Cab-fares between London Terminals and Trafalgar Square 100
Omnibus Fares 101
Underground Roads 101
Landing in Liverpool 102
Landing in Plymouth 103
From Plymouth to London 104
Hotels in Plymouth 105
Landing at Dover 106
Landing at Southampton 106
Boats plying between Southampton, France, and the Channel Islands 107

VIII. Accommodations for Travelers in England
Food 108
Inns, Country Hotels 112

Digitized by Google

PAGE

Laundry 113
Guide-books, Local 113
Manners and Customs 114

IX. TRAVELING ON THE CONTINENT
Landing in France 117
French Custom-house Regulations 117
Porters' Fees 117
Sleeping-cars and Dining-cars 119–122
Railway Carriages in General 122
Procuring Refreshments 124
Price of Tickets on the French Railroads . . . 124
Limited Express and Ordinary Trains 127
Amount of Luggage Allowed 127
Examination of Luggage in Paris 129
Cabs and Railway Stations in Paris . . . 130, 133
Telegrams and Postal Regulations 134
Paris Hotels 137
Boats between Havre and Rouen 140
Havre, Cherbourg, Boulogne—Price of Tickets to Paris 141
Some Useful French Railway Terms 141
Laundry 142
Value of Speaking French 142
Manners and Customs in France 144
Food 146

X. GERMANY
Landing in Germany 149
Standard German Railway Guide 151
Food in Germany 154
Manners and Customs 155
Arrival at Berlin 156
German Postal and Telegraph Regulations . . 158
Cabs 158
German Railway Terms 158

Digitized by Google

PAGE

XI. HOLLAND
Landing in Holland 159
Ferries, Tramways in Rotterdam 160
Landing at the Hook of Holland 161
Custom-house Regulations 161
Names of Stations in Rotterdam 161
Dutch Railroads 162
Porters and their Fees 164
The Official Time-table 165
Language 165
Telegraph and Postal Regulations 166
Laundry Work 168
Weather in Holland 168

XII. ITALY
Landing in Naples and Genoa 170-171
Custom-house Regulations 171
Transport of Baggage by Porters; Their Fees 171-172
How to buy Tickets 173
Railway Carriages 174
Italian Railway Terms 174
Food in Italy 175
Postal Arrangements 176
Manners and Customs 176
The Italian Language 177
Italian Hotels 178
Guide-books, Local 178
Tramways and Cabs 178
Official Time-tables 179

XIII. EGYPT
Mediterranean Steamers 182
Engaging Staterooms between Europe and Egypt 182
The Voyage 183
Alexandria to Cairo 183-186
Port Said to Cairo 183-186

Digitized by Google

PAGE

Importance of Landing Ticket 184
Railroads in Egypt 185
Transport of Luggage 186
Guide-books 186
Hotels 187
Language and Customs 187
Beggars 188
The Season for the Nile 188
Steamers, Dahabiyehs, Feluccas 189
Packing for a Nile Journey 190
Export Duties 191

XIV. Return to America
Securing a Stateroom 192
Railroad Transportation from Paris or London to the Ship 192
Precautions against Seasickness 193
Foreign Shopping versus the Tariff 194
Arrival at New York Quarantine Station . . . 196
Health Officer 197
Declaration of Dutiable Articles 197
Baggage Entry Check 198
Steamship Landing Ticket 202
Cabs, Carriage, and Baggage Delivery in New York 202

XV. Automobile Items
Cost of taking an Automobile Abroad 204
Duties on Automobiles in France and Germany . 204
Speed Limit in England, France, Germany, and Italy 205
Price of Gasoline in France, England, Germany, and Italy 205
Garrage 206
Prices for Hiring Motor Cars Abroad 207

Appendix: Explanation of Foreign Coins 209

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INTRODUCTION

THIS Handbook has been compiled with the object of collecting, in one compact and convenient volume, enough hints and suggestions to assist travelers contemplating a journey abroad to make the necessary preliminaries for accomplishing the crossing of the Atlantic comfortably, and understanding the conditions of transportation and other items directly concerned with traveling on the other side of the ocean.

The author begs for leniency, in view of the possible discrepancies resulting from changes coincident with the publication of the Handbook, and from the continual improvements ever-increasing travel demands in the itineraries of the steamship companies. The mention of no simple contrivance for the added comfort of transatlantic tourists, of which the writer has practical knowledge, has been excluded from this manual. The more expensive and luxurious novelties are not described; to give a list of the many fine leather goods brought out for travelers with each season would be to furnish a catalogue of a *Bazar de Voyage.*

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The question of health and strength necessary for a short European tour is frequently quite a serious proposition when a journey abroad is contemplated. Nothing can be more reckless than the rushing about Europe done by individuals who imagine there is no limit to their endurance. Altho advisable to see as much as possible of strange countries, in order to know what places are interesting to revisit, the tourist may journey through many lands in a few weeks if the traveling is done in a sane manner. Invalids have been known to enjoy all the delights of sightseeing when taken moderately, and to return home greatly benefited by the outing; whereas, on the contrary, a strong young person, having spent an equal period of time abroad, but carried away by restless energy, has returned to suffer for months from nervous exhaustion. No tourist should join one of the European rapid-transit parties who has not sufficient strength of mind to refrain from perpetual motion. Traveling by night and sightseeing by day will wear out the strongest nerves. The main drawback to all parties numbering several persons is that diverse tastes make demands on health and endurance which are even greater than those made on the patience and unselfishness of the various members.

There are, however, some lands which can be enjoyed with increased comfort and peace of mind

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when the cares of traveling are eased by the aid of a conductor belonging to one of the reliable tourist agencies. The expenses are likewise greatly reduced when large parties are together. This is particularly true of Palestine and Norway. The Holy Land is not only a country in which the tourist, traveling alone, is constantly falling into difficulties with the system of quarantine by which the cities are isolated, but the utter unreliability of native guides and the peculiarities of the different coins in circulation tend to destroy the sentiment of such a pilgrimage. Thomas Cook & Son are the most noted of those who undertake to conduct parties in the Orient, employing men who are thoroughly familiar with the best ways of journeying in these lands. The Hamburg-American tours to the Orient and to the Far North are enjoyed every year by countless tourists. The luxury of these expeditions and the perfection of the arrangements need here no further comment.

A tour carefully planned before it is begun, one in which no cast-iron rules are made with regard to fixed hours for fixed places, will be found a source of restfulness and content to the participants. To wander about Europe with no definite idea of the next place to be seen, or how to see it, is the cause of much of the discontent we hear from homesick travelers. A facetious Englishman once contended that a class in Bradshaw should

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be added to the mathematical course at Oxford. To plan railway journeys with the aid of this reliable volume undoubtedly requires a distinct talent for unraveling mysteries, as well as a remarkable pair of eyes. It contains, however, all the information possible about European trains, together with the prices of railroad tickets, and is the only source of such general knowledge to be successfully procured in the book-shops on this side of the ocean. To the most mathematical mind in the party should be relegated the task of deciphering Bradshaw when planning a summer journey abroad. After the tour itself has been carefully planned by the aid of either the map of Europe, the valuable assistance of Baedeker, or of any particular guide-book or interesting volume of travels which has decided the itinerary of the party, by beginning to study Bradshaw early in March, when the first of June arrives the above-mentioned mathematician will probably have extracted the time of trains and the prices of fares, and thereby be enabled to make a close and accurate calculation of all the railway expenses.

The American Express Company have by degrees surmounted many of the troubles of transporting baggage in Europe, but the custom regulations at the frontiers when passing from one country to another remain a difficulty to overcome. The trunk keys must be confided to the

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care of their agent, that all trunks may be opened by the officer when passing a custom-house. Travelers who employ this manner of forwarding baggage are warned that some pilfering goes on at these places. Seldom is it that valuable objects are stolen, but some souvenir, which the tourist regrets, is invariably snatched from the tray of the trunk and seldom recovered. By insuring the baggage this misfortune is less likely to occur. The wisest manner is to reduce the amount of luggage to the lowest possible amount (pages 37–47) and keep it under personal observation.

While a knowledge of foreign tongues will add enormously to the convenience of travel, still, for the convenience of those tourists speaking only English, let me state here that, at the larger railroad stations and at the boat landings on the Continent, interpreters, bearing on their caps the name of Thomas Cook, will be found willing to help the stranger as well as they are able in return for a small gratuity.

The terms "luggage," "tramway," "van," "carriage," and several other expressions are employed in this book, instead of the American equivalents, because they are more commonly in use on the other side of the ocean and should consequently be familiar to all traveling Americans. The foreign equivalents are used instead of English terms in

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the paragraphs on French, German, and Italian railways.

Americans would not only enjoy more serenity when they are away from home, but would be more dignified in the eyes of foreigners, if they could but overcome a few of the delusions they entertain concerning the manners and customs of their own country. I have been told repeatedly, by foreigners whose business brought them into constant contact with my countrymen traveling abroad, that these bewildered tourists maintain that we never give fees in the United States. I wonder how this host of informants got from their native villages to the sea-coast? Or, if their power of remembrance is so short, that they have forgotten the contempt with which any sum less than twenty-five cents is received in the United States. There exist men and women who declare that their principles forbid them to fee. These unfortunate individuals will suffer greatly in Europe by loss of comfort which a few cents successfully distributed would give to them. It is useless to try to reform abuses which have become almost necessities.

The contents of this volume are substantially a record of the answers made to those who have questioned me when preparing for a first journey across the ocean. My knowledge grew to its present state through my own mistakes and consequent mishaps. This Handbook was planned and

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elaborated during my stay abroad last summer; I took all possible means to insure accuracy; the most notable guide-books and the latest editions of European railway time-tables were consulted; the advice of men expert in the conditions of transportation and the financial side of traveling was obtained. It is as an adviser in moments of ignorance or indecision that I offer this work to my readers, with a fervent hope that the ways of travel may be a broad, straight path, free from stumbling-blocks.

I had hoped to illustrate the Handbook with photographic reproductions of the coins now current in the countries herein mentioned, but the laws of the United States forbid the making of pictures of this character. On page 211 I have given a list of the current coins of the countries referred to in this book, and the prices demanded for each by the money-changers of New York.

The difficulty of getting absolutely accurate information in several instances has been so great, that any corrections about things which have escaped my notice will be most thankfully accepted. I offer no apology for the interchangeable use of the first and third persons, as at times the former is used to more definitely emphasize the meaning and to give a more personal note.

THE AUTHOR.

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HANDY MANUAL

FOR

TRANSATLANTIC TRAVELERS

SECTION I

HINTS BEFORE SAILING

EXPENSE: The primary consideration in the contemplation of a European tour is the question of the expense involved in such a trip, and the demands made upon the health and strength of the traveler. After the passage-money has been paid the projector of a European tour should fix upon a definite sum, ranging anywhere between $5 and $10 a day, and then so dispose his funds that when the trip is ended the sum total does not exceed that amount.

To travel in Europe on less than $5 a day demands a wider experience than it is possible the ordinary novice can bring to bear on this subject. It is therefore the object of this handbook, which has been compiled from the most accurate sources obtainable, to be a valuable aid

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to this class of tourists. A walking trip through any one country may be easily planned for a very small sum. If a sketching trip, or a stay which includes but one or two foreign towns is projected, the daily cost can then be diminished to suit the convenience of the tourist. It is, however, perfectly possible to travel in Europe comfortably on $5 a day, if the tourist is willing to live in the more modest and quiet hotels, and, except when it is unavoidable, to ignore cabs for the cheaper public conveyances, and to take second- or third-class tickets on the railroads. Then, by carefully watching the amount spent each day for one week, it will be very easy to so arrange the expenditure that the traveler may be comfortably housed and see all the sights in the various cities without in any way exceeding a fixed allowance.

Souvenirs, photographs, and shopping of all description are excluded from this calculation. It is always a pecuniary advantage to travel in parties, as there are so many things which are cheaper if divided among two or three persons. For instance, food in a restaurant, cab fare, and fees.

Those who can allow $10 a day for expenditures may patronize the best hotels, use cabs within a reasonable limit, and travel on first-class tickets at will. To those persons who have decided to make a daily allowance of $10, no reasonable amount of luxury need be denied.

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TAKING FUNDS ABROAD: The next important question is a suitable manner of providing money for use during a transatlantic tour.

The American Express Company's Letters of Credit, Travelers Cheques, Cook's circular notes, sight drafts, and English gold are all in use among travelers.

Letters of Credit are usually issued in sterling and can be taken for any amounts but very small ones. If the Letter is bought for cash from the bankers who furnish it, a commission of one per cent. is charged for any sum less than £500. A depositor, in any bank directly in correspondence with foreign bankers, can obtain a Letter of Credit by transferring the necessary sum from his regular deposit account to a Letter of Credit account, and will then be only charged commission on the drafts drawn, instead of on the whole amount of the Letter of Credit. Holders of Letters of Credit, which have still payments available on the return home, can have the money refunded minus the commission at the bank in the United States from which they were procured.

The method of obtaining a Letter of Credit is to go to the bank from which the letter is to be obtained, and deposit the money by means of a check made out to the bank in question.

The form of a Letter of Credit is that of an engraved sheet of bank-note paper somewhat differ-

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ently conceived by different banks, but always with one page devoted to the letter itself, in which is set forth the claim of the holder thereof to credit for a certain sum of money between certain dates, added in writing by the United States banker. It bears the signature of the cashier of the bank and of the person or persons in whose favor it is issued. This signature, which must be made out in the presence of the cashier, is required to be signed three times on drafts especially prepared. One of these drafts is kept at the bank for reference, and two copies are sent abroad to the bankers to whom the letter of credit is addressed. On another page is an alphabetical list of the foreign bankers who will honor the letter, and one page is left blank. On this blank page will be recorded the sums drawn, the dates on which they are drawn, and the foreign banks honoring the drafts.

To obtain money with a Letter of Credit in a foreign city the holder consults the list printed on the fourth page, which includes bankers in nearly every important city in England and on the Continent. Finding his nearest bank he gives in his letter, mentions to the cashier the amount of money required, and then receives a check which he signs. After the signature on the check has been compared with that on his Letter of Credit and the amount, together with the name of the bank which advances it, written on the page reserved in the letter for

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that purpose, the amount of money is delivered to him. As a government stamp of the value of two cents is nearly always charged on foreign drafts, the strictly economical are advised not to draw small sums frequently.

One single Letter of Credit may be used by several persons; for instance, a man and wife, or a party of three or four who are traveling together. The letter then bears the signature of all those persons who have a right to obtain money on that particular letter.

The Letter of Credit is given the tourist in a neat leather case together with a cable code and a printed card giving directions about correspondence (see p. 17).

The Letter of Credit not only introduces the holder to bankers over the entire business world, but it enables the home bank to be constantly in touch with him through the checks sent back to it from various places. It would almost do duty as a passport, and is invariably used for identification in case of trouble (see p. 127), and it is secure because in case of loss payments on it can be stopped.

Letters of Credit can often be bought at lower cost, according to the prevailing rate of exchange, than travelers' cheques computed on a high fixed rate of exchange.

Among the arguments occasionally advanced against the use of a Letter of Credit it is suggested

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Reduced Facsimile of a Letter of Credit.

REDMOND & COMPANY.

CIRCULAR LETTER OF CREDIT

£500 —

No 00000

New York, January 2nd 1904

To our Correspondents:
Gentlemen:

We beg to introduce to you and to commend to your courtesies John J. Smith or Mary M. Smith to whom kindly furnish funds in sums as desired up to an aggregate amount of Five hundred Pounds Sterling against Demand Drafts on Bank, Limited, London.

We engage that such drafts will meet with due honor in London if negotiated not later than July 1st 1904 and if marked Drawn under Redmond & Company's Letter of Credit No 00000 upon the condition that the amount of each draft negotiated by you shall have been inscribed on the back of this Letter, the draft signed in your presence, and the signature carefully compared by you with holder's signature appearing below.

Kindly purchase drafts at the rate at which you buy demand drafts on London, and please see to it that the present Letter be cancelled and attached to the draft which exhausts the Credit.

We are, Gentlemen,
Your Obedient Servants,

Holder's Signature
John J. Smith
Mary M. Smith

NOT TO EXCEED FIVE HUNDRED POUNDS STERLING

CANCELLED

The above is a reduced facsimile of one of the Letters of Credit of *Redmond & Company*, of New York and Philadelphia, issued in favor of two travelers in such a way that either traveler can draw funds independently. The signatures appear on the face of the Letter of Credit, certified by the bankers for the purpose of identification. The Letter of Credit is accompanied by a booklet containing the names of banks and bankers the world over, also tourists' agents (and hotels in some cases), with all of whom the above Letters of Credit may be cashed.

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Reduced Facsimile of Second Page of a Letter of Credit when used.

PAYMENTS.

DATE WHEN PAID	PAID BY	STERLING AMOUNT WRITTEN IN WORDS	AMOUNT IN FIGURES
Jan. 4 1904	First National Bank, Chicago.	Ten pounds —	£ 10.-
Jan 9, 1904	CANADIAN BANK OF COMMERCE, Vancouver.	One hundred pounds	100
MAR. 25. 1904	The First National Bank of Hawaii at Honolulu	Five pounds Sterl.	5
Febry. 11th	Chartered Bank of India, Australia & China, Manila, P.I.	Twenty pounds.	20.-
Febry. 15.	BANQUE DE L'INDO-CHINE HONGKONG	Fifteen Pounds	15.-
Feb 25th	THE YOKOHAMA SPECIE BANK, YOKOHAMA	Twenty five	25-
March 20.	MERCANTILE BANK OF INDIA BOMBAY.	Five pounds.-	5
April 15	ANGLO-EGYPTIAN BANK, Alexandria.	Ten pds	10 -
April 18 1904	Imperial Ottoman Bank, Cairo	Five pounds	5.
April 27	SEBASTI & REALI, Rome.	Fifty pounds -	60 -
2. MAY 1904.	Volksbank, Interlaken.	Three pounds	3
May 6th	THOS. COOK & SON, GENEVA	Twelve Pounds St.	12
10 May 1904	Paid by Anglo-Austrian Bank, Vienna.	Thirty five pds st	35 /
15	Dresdner Bank, Berlin.	Twenty Pounds	20.-
May 20	Direction der Disconto-Gesellschaft, FRANKFURT a. M.	Thirty Pounds Sterling	30 -
May 23rd	Filiale der Dresdner Bank in Hamburg.	Eight pounds	8
May 27th 1904	KJOBENHAVNS HANDELSBANK. Copenhagen	Five Pounds Sterling	5
June 13	PARRS BANK, LONDON	Forty pds —	40
June 14	AMSTERDAMSCHE BANK.	Five pounds	5
17. JUNE 1904.	PAYÉ PAR CRÉDIT LYONNAIS, Paris.	Ten pounds sterling	10 -
June 17th	THOS. COOK & SON, Brussels.	Thirteen	13
June 22	PARR'S BANK ltd., Liverpool.	Fifteen pounds	15
" 23	Bank of Ireland, Queenstown.	Forty pounds	40 -
June 30th 1904.	REDMOND & COMPANY.	Five pounds sterling	5.-
		£	496.-

The above is the back of the Letter of Credit shown on the previous page, where the payments that were made have been entered. The Letter of Credit thus shows at all times the amount still to be disposed of.

It will be noticed that money may be drawn in large or small amounts, as the traveler may elect, and that the Letter of Credit may be used in any country visited.

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that the numerous unexpected holidays in Europe subject the holder to inconvenience in drawing money. Thomas Cook & Sons, who are usually among the list of correspondents named in letters of credit, always keep their offices open on local holidays, and many of the large hotels will not refuse to advance money to any guest armed with a letter of credit.

Letters of Credit are said to be the simplest way of obtaining money in the Orient.

AMERICAN EXPRESS COMPANY TRAVELERS CHEQUES: The American Express Company has evolved a system of coupon cheques, issued in denominations of $10, $20, $50, $100, and $200, and each has printed thereon the exact amount of foreign money which will be paid therefor in gold or its equivalent, without commission or discount, by the company's offices and correspondents throughout the world. For a $20 cheque the payment of £4 1*s.* 8*d.* in England, Ireland, and Scotland is insured; and for a cheque of the same amount francs 102, centimes 50, in France, Belgium, and Switzerland; and so on.

In the countries of Europe specially designated on cheques—that is, England, Ireland, Scotland, France, Belgium, Switzerland, Germany, Italy, Norway, Sweden, Denmark, Holland, Austria-Hungary, and Russia—the company guarantees that payment of the fixed amounts named thereon

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Facsimile Travelers Cheque, American Express Company

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will be made, without commission or discount (except for revenue stamp in countries requiring same), at the company's offices and at the banks and bankers named in its latest published list of correspondents. In all other countries than those mentioned, payment of cheques will be made at the "current rate of exchange." It is impossible to pay a fixed amount because of changing values in the currency.

At the time of issue, to provide the necessary security and a simple means of identification, the person who is to use the cheque places his or her signature in the upper left-hand portion thereof at the time of purchase, leaving other spaces blank. When in need of funds at bank, or when it becomes necessary to pay hotel or other bills or accounts, the cheque should be completely filled out by inserting city or town, date, and to whom payable; and, by again affixing signature in the lower left-hand corner in presence of person accepting the cheque, proper identification is established, as the two signatures must agree. No other identification is required.

To all of its patrons the American Express Company will also furnish foreign money.

Travelers should take with them a copy of American Express Company's "Notes and Facts of Interest to Travelers," containing code, and also leave a copy of code with their friends, in the

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event of desiring to cable or telegraph during their absence. These codes will be furnished patrons upon application, without cost. List of foreign correspondents, giving list of offices and correspondents cashing cheques, as well as hotels accepting same in settlement of accounts, will also be furnished upon request of any agency of the company.

The company's offices at London and Paris, with their commodious writing and reading rooms, are always open to the free use of the company's patrons, and here the latest American journals will always be found on file. Storage of baggage and purchases of tourists, including statuary, bric-a-brac, pictures, etc., will be arranged for, at a moderate charge, by all offices of the American Express Company in Europe.

COOK'S CIRCULAR NOTES: Cook's Circular Notes, like the American Express Cheques, are put up in a form convenient for carrying in the pocket, and are for the sums of £5, £10, and £20 each. (The remark on page 8 applies to them.) Their form is that of a bank-note bearing the amount of its value stamped upon it. To cash one of these circular notes it is necessary to produce a Letter of Identification and to sign the note with the signature and the number, which the cashier compares with the letter of identification; this must prove to be the same in both cases. These notes cost

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here $4.89 for one pound, and the commission is 50 cents per $100, or one half of one per cent. No commission is demanded on the other side for cashing them, although they are subject to the rates of current exchange in foreign countries, which means, as in the case of the American Express cheques, that both stamps and discount must be paid on the demand of certain countries. The amount paid for the notes, exclusive of commission, will be refunded on unused notes at any one of the Cook's offices in the United States. If the instructions used in connection with these notes are not ignored, the company will pay back the value in case the tourist should lose the notes, provided always the investigation into the matter proves satisfactory. Besides the regular offices of Cook's Agency throughout Europe the letter of identification bearing a copy of the holder's signature gives a long list of bankers who will cash these checks, and they will be received in payment at nearly any hotel in Europe, owing to the great reputation and extensive correspondence of Cook & Sons.

Neither the Cook's Circular Notes nor the American Express Cheques should be offered on the transatlantic steamships unless in payment for ship's expenses, such as the wine bill, or for amounts not exceeding $10.

SIGHT DRAFTS: Unless he is personally known or can be promptly identified the sight

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Facsimile Cook's Circular Note

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draft sometimes subjects the bearer to annoyance. It is, however, by far the cheapest way of taking money, and if the possessor visits but one country in his travels its use is advocated. If a tourist intends making a long stop in any one country, or wishes to have at his disposal a large sum of money, he will be a gainer by depositing a draft with a foreign banker who will pay interest upon it. Checks for current use can then be drawn upon that bank. This method is not considered convenient by those who have tried it when journeying from one country to another, as loss is likely to be sustained through current rates of exchange, bankers' commissions and discounts.

If any one is so foolish as to take cash, English gold or Bank of England notes will be gladly accepted anywhere in the world; but this way of carrying money about is careless, imprudent, hazardous, and only to be excused when the journey is to a place where there are no bankers, an event almost impossible in the modern business world. Otherwise, this method is to be condemned under all circumstances.

SMALL MONEY FOR THE TRIP: A traveler should supply himself before starting on the ship with about $15 or $20 of the small currency of the country in which he expects to land, for incidental expenses during the voyage and immediate use upon disembarkment. It is unwise to depend upon

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the purser of the ship to supply these needs, for altho the ship's fees (see p. 61) when going east may be paid in American money, the purser has so many demands for small foreign coins just before landing that he is often unable to furnish all the change needed, as he carries a somewhat limited amount of cash. The best rates of exchange can not be obtained on shipboard. It is sometimes possible to get foreign small coin from a bank before starting, but the best way is to apply to brokers who deal entirely in foreign money. They charge the minimum rate of exchange—usually only a few pence.

FOREIGN COINS: Learn to recognize the value of coin of the country to which you are first going by becoming familiar with the looks of all the smaller coins and the different valuation of the unit of expense, represented in England by the shilling, in France by the franc, and in America by the twenty-five cent piece. Inexperienced travelers, more especially women, often give themselves not only a great deal of bother, but are also exposed to imposition by the habit of translating literally every foreign coin into exact dollars and cents instead of judging its home value by the looks of the metal and by the weight.

The safest method in the use of foreign money is to determine the worth by a free translation of its value as a medium of trade by comparison in

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appearance, metal, and weight with the same coin of the United States.

The following list is a generalization for rapid calculation, not a quotation of the precise rates of exchange. It should be carefully understood by the tourist that in view of the higher prices for all commodities prevailing in the United States, the purchasing power of foreign money is almost double the same amount disbursed at home.

American.	Quarter.	ten cents.	5 cents.	2 cents.	1 cent.
English ..	Shilling.	sixpence.	two pence ha'penny.	penny.	ha'penny.
French ...	Franc.	50 centimes.	25 centimes.	10 centimes.	sou.
Italian	Lire.	50 centesimi.	25 centesimi.	10 centesimi.	soldo.
Dutch	50 cents.	25 cents.	10 cents.	5 cents.	2 cents.
German ..	Mark.	50 pfennig.	25 pfennig.	10 pfennig.	5 pfennig.
Egyptian .	Franc.	2 Piastres.	Piastres.	Nickel.	Copper.

CONFUSING MONEY TERMS: In England the resemblance between half a crown (2*s.* 6*d.*) and the florin (2*s.*) is so close that one of each of these coins should be procured for inspection.

In England it is the habit of the people and of many shopkeepers to speak of payments under five pounds by using the word shillings, saying "63 shillings" instead of three pounds three shillings. The expressions "one and six" and "eighteen pence" mean one shilling and sixpence. The word itself is rarely used when a fraction of a shilling follows. The expression is confined to the numbers: "two and eight"—2*s.* 8*d.*—"three and six,"

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etc. Under five pounds the word pound is rarely used. Instead, "twenty shillings" or a sovereign is the vernacular term. A stroke after a number —2/—is the shilling sign. A guinea is one shilling over the pound sterling, or twenty-one shillings. Although represented by no coin the term is constantly employed by tradesmen.

In France the chief cause of strangers' perplexity is the custom among the common people of calculating by sous—saying 100 sous in place of 5 francs; 20 (vingt) sous for 1 franc; 30 (trente) sous for 1½ francs. It is only in the smaller shops in the provinces, among porters, cabmen, and omnibus conductors that this form of speech prevails, and even then the least shade of perplexity will at once cause a Frenchman to translate his puzzling *sous* into the clearer reckoning—francs and centimes—which the tourist understands.

In Germany the thaler (75 cents) is only occasionally mentioned by shopkeepers, and the term groschen (2 cents) is now seldom used. In Italy soldo and soldi are the same terms as the French sou or sous, and are heard quite often.

Holland has stuivers (5 Holland cents), quarjes (25 Dutch cents), and dubbeljes (10 Dutch cents), but guilders and cents are terms commonly used.

CORRESPONDENCE: When a letter of credit has been made out, the American Express Company Travelers Cheques or Cook's circular notes

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purchased, tourists are assured that the American Express Company will forward all letters and papers sent either to their London or to their Paris offices for patrons, where there are agencies for all tickets both by railroad and steamboat.

Telegrams or cablegrams will be forwarded by telegraph if a deposit is left at these offices to pay for the expense, otherwise they are sent on by mail. The bankers who are correspondents for a letter of credit likewise have every facility for remailing. They will forward all letters and cablegrams addressed to their care, but before sailing for home the tourist should settle all charges with the mailing department for extra postage.

Please send letters, etc., for myself

and Mrs. E. M. Johnson,

to Hotel International,

Biarritz, France,

until March 2nd **Open and repeat* ~~*Mail*~~ *telegrams.*

Edward Johnson

Holder of L/C No. 54321

Dated Feb. 1st 1905

** Strike out one of these directions.*

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A cable code is also provided by the American Express Company for messages concerning baggage, railroad and steamship tickets, etc., which is of great convenience, as it saves, when sending cablegrams, considerable expense. A duplicate copy can be left at home for the use of the family, and in case such a duplicate has not been supplied the bankers will translate any message sent by their code. The original telegram is always afterward forwarded by mail to the correspondent for comparison.

Particular instructions must be given to bankers, express companies, and Cook's company about forwarding packages or letters on which charges of any kind are due, otherwise mistakes may constantly occur, packages held longer than the traveler wishes, and letters sent on to another country, where double postage will be collected according to the rulings of the International Postal Union. Every tourist should have near at hand, either in an almanac or diary, a copy of the International Postal Laws.

The International Postal Union regulates the postage, which on letters crossing the frontier of any country or the ocean is 5 cents for one half ounce.

The five-cent stamp is represented in England by the two pence ha'penny stamp; in France and Italy by the 25 centimes, and in Germany by the 20 pfennig.

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Americans sending letters to their friends abroad can not be too particular about having them weighed, and impressing upon the post-office clerk the necessity of sufficient postage. The fact that when the postage is insufficient the amount charged is double, frequently makes a very insignificant letter an expensive luxury.

Letters written on shipboard can be mailed there and stamped with the post-stamp of the country from which the first mail is sent ashore. The writing-room steward has such stamps for sale.

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SECTION II

TAKING PASSAGE

In the list following only steamships sailing from the United States are given. Owing to constant changes it is impossible to give other than the approximate time consumed in the passage by the fastest and slowest ships of each line. Only the rates of first-class passage are given, and none of the prices demanded for the suites of "cabines de luxe" are noted.

FROM NEW YORK

Line.	Destination.	Sails from.	Time.	Rates.
Cunard.....	Liverpool.	Ft. Jane St....	6-9 days.	$80-$250
White Star.....	Liverpool.	Ft. W. 11th St.	7-9 "	80- 225
American.....	Southampton	Ft. Fulton St..	7-9 "	75- 300
North German Lloyd.	Plymouth. Southampton Bremen.	Ft. 2d and 3d Sts., Hoboken	6-12 "	75- 250
Atlantic Transport.	London.	Ft. W. Houston Street.	9-12 "	50- 140
Hamburg-American.	Dover. Plymouth. Cherbourg. Hamburg.	Ft. 1st St., Hoboken.	6-12 "	75- 300
Wilson.....	Hull.	Ft. Bethune St.	10-14 "	40- 108
Allan-State.....	Glasgow.	Ft. W. 34th St.	9-12 "	45- 75
Anchor.....	Glasgow.	Ft. W. 24th St.	9-11 "	50- 125
Red Star.....	Antwerp.	Ft. Fulton St..	9-11 "	65- 75
Holland - American.	Rotterdam. Boulogne.	Ft. 5th St., Hoboken.	9-12 "	60- 200
French.....	Havre.	Ft. Morton St..	8-9 "	60- 250
Scandinavian....	Christiania. Copenhagen.	Ft. W. 17th St., Hoboken.	9-10 "	40- 90

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From New York—Mediterranean Service

Line.	Destination.	Sails from.	Time.	Rates.
Fabre.....	Naples.	Near South Ferry, Brooklyn.	10-15 days.	$50-$150
La Veloce (Royal Italian Mail).	Naples.	Ft. W. 34th St.	12-15 "	85- 250
Hamburg-American.	Gibraltar. Naples. Genoa.	Ft. 1st St., Hoboken.	8-14 "	65- 250
North German Lloyd.	Naples. Genoa.	Ft. 2d and 3d Sts., Hoboken	12-15 "	85- 250
Insular Navigation Co.	Azores. Lisbon.	Atlantic Dock, Brooklyn.	14-16 "	*40 †75
Cunard.....	Naples. Trieste. Fiume. Palermo.	Ft. Jane St....	14-16 "	60- 200
Anchor.....	.....	Ft. W. 24th St.	Round trip 40-50 days	55- 75

* To Azores. † To Lisbon.

From Boston

Line.	Destination.	Sails from.	Time.	Rates.
Cunard.....	Liverpool.	Ft. Clyde St. (E. Boston).	8-12 days.	$65-$200
Dominion.....	Liverpool.	Pier 6, Hoosick Tunnel Docks	8-10 "	65- 175
Leyland.....	Liverpool.	Boston & Albany Docks (E. Boston).	11-14 "	50- 75

From Boston—Mediterranean Service

Line.	Destination.	Sails from.	Time.	Rates.
Dominion.....	.....	.....	12-14 days.	$60-$150
White Star.....	Azores. Naples. Alexandria.	.....	12-12 "	75- 300

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FROM PHILADELPHIA

Line.	Destination.	Sails from.	Time.	Rates.
American	.....	Albany Line Dock, Pier 54 S. Wharves ft. Washington Ave.	11-14 days.	$40-$120

Those persons who are able to travel across the ocean during the dull season, which is, coming east, between November 1st and April 30th and going west, between October 1st and March 31st, benefit not only by the lower rates then allowed, but by the increased comfort possible on a ship not so crowded but that it is possible to obtain a stateroom alone. The season for low rates varies on different lines. The Mediterranean steamships issue cheaper tickets at the season at which the northern lines are most busy. The round-trip tickets sold on the Anchor Line are most attractively set forth in their circular as being especially advantageous to tourists in search of health.

SELECTING THE STEAMSHIP: If it is impossible to make a personal inspection of any ship on the chosen line, a rigid questioning of the agents by letter will help insure additional comfort and satisfaction during the passage over. The cramped accommodations to which the traveler is forced to submit are at best trying, but with the large selection of ships possible at present, there is no reason

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why the passenger for Europe should not have as pleasant a crossing as his means will allow, if only he be willing to take a little trouble to insure it. The time spent in visiting a few ships or communicating with agents beforehand will be more than repaid by the extra comforts secured as a reward for their efforts.

VISITING THE STEAMER: The prudent traveler will never fail to visit his ship the day before sailing unless he has previously traveled by the same line and knows its accommodations thoroughly. The ocean steamships are all docked in accessible places nowadays, and they can be easily reached by street-car or in a cab. There is always an officer in attendance to admit visitors. On the day of sailing for hours before weighing anchor a ship is a scene of the greatest bustle and confusion. On the day previous, however, all these fussy passengers who keep the stewards in a ferment until the ship is nearly out at sea, are conspicuous by their absence. The steward then on duty will show the passenger his stateroom, and he can find it without help at once on the sailing day. The little room should be carefully examined. Some ships are built with a small wardrobe and corner cupboard in the larger staterooms. Others have linen bags hung for brushes and small objects. Should these last minor comforts be lacking, they can be pur-

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chased at any large department store, and are practically indispensable for tidiness.

A ship is at its worst when it is lying at the dock, in the dull atmosphere of a river front, and with the foul smells of this part of a city in evidence. During this preliminary visit, if possible, interview the steward or stewardess who has the baths in charge. Should these functionaries be absent, insist upon seeing the bathing list and write your name down that a desirable bath hour be reserved. If the bath hour is not thus reserved others will take your pet time, and you may be either obliged to crawl out of the berth at five o'clock in the morning, or to wait until eleven o'clock before getting a chance at the refreshing salt bath.

Interview the deck steward and tell him where to place the steamer-chair. The price of a chair is $1. The name of the person renting one is placed in a space arranged for that purpose on the back. The placing of the chair is an important affair if there is a full passenger list on the deck crowded with people who are most unwilling to resign their places. Select a shady corner on the south side in a spot well protected from the fierce wind which is waiting somewhere out at sea to sweep the deck. An unwritten law at sea forbids a passenger displacing a chair after it has once been put in position.

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Ask to see the head steward. During this preliminary visit to the ship by bestowing upon him a gratuity of a couple of dollars you will find before you are many hours out that it has been money very successfully invested. The head steward is all powerful to attend to your wishes when assigning the places at the table. If the deck steward has his palm crossed with twenty-five cents, he will have a long memory for the position in which you asked your chair might be placed. The stewardess of your special stateroom may be on leave the day before the steamer sails, but if the boy or the steward who shows you over the ship is given a quarter to refresh his memory, he will recommend you to the stewardess and she will greet you very warmly when you come aboard the next day.

SELECTING THE STATEROOM: The price of a steamship ticket depends upon the location and the size of the stateroom selected. There is no difference in price between the upper and lower berth in the same stateroom.

The superior charm of a deck stateroom is still a disputed question among ocean travelers. Inside rooms are admirably ventilated on all the modern steamers. Poor sailors are said to suffer less from seasickness if they can not see the motion of the waves, and a stateroom low down in the body and near the middle of a ship is the steadiest place to be found. The bow of the ship should be avoided

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by those inclined to discomfort at sea. Upper deck staterooms are, with the exception of the luxurious suites, the most expensive rooms on every ship. They are light and airy; the windows can always be kept open without fear of inundation from chance waves, but it is also only natural that they should be more noisy than the lower rooms. Light sleepers are disturbed by the unavoidable noise made in cleaning the decks and by the talking of the passengers outside the windows. On nearly all the ships the promenade or the saloon deck is reserved for second cabin passengers. Fussy persons should therefore avoid those staterooms if they do not wish to hear the voices of children who play on that deck. The decks of the ship, beginning at the top, have generally the following names: The highest one is the promenade deck, the next the saloon deck, and the lowest the main or upper deck. On ships having four decks the lowest is called the middle deck.

Except on the new and luxurious steamers where such conveniences are found on every deck, the bathrooms are usually on the main deck. Women in selecting a stateroom should be careful to locate it, if possible, on the same side as the ladies' bathroom. Going through the narrow passages leading from one side of the ship to the other in a bathgown, or sometimes when there is fog and the compartments are closed being obliged to climb up

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and down stairs for a morning bath, is not pleasant, especially if the traveler does not feel quite well. The same advice holds good for men, whose bathrooms are generally on another side of the ship.

THE SEAT AT TABLE: A seat at the table can not be engaged on most steamships until the passengers are all aboard and the steamship has left the dock. The places are then assigned by the chief steward. If possible, reserve seats at the end of a table near the door. If the traveler is inclined to be sick, this place is then easy for retreat. The seat of honor is supposed to be at the captain's right. The first officer, the doctor, and on some ships, the chief engineer, have tables in the first cabin. On different ships the position of the tables in the saloon differs, but the usual arrangement consists of a number of small tables, and either one or two long tables placed in the center. If there are a first and a second service of meals, as sometimes happens when the number of passengers exceeds the saloon accommodation, choose rather to be at the second table. The meals are cooked fresh for this table and are served at much better hours for those who are accustomed to dining late. The dinner at the first table is somewhat early, and on some steamers served at half-past five.

Servants accompanying their employers are given berths at special rates in the rooms reserved for

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them. They have a table in one of the lower saloons and are allowed access at all times to those on whom they are in attendance.

STEAMSHIP TICKETS: The immense and ever-increasing traffic between the United States

10 299

No. 9469

H.A.S.M.

HOLLAND-AMERICA LINE CARRIER

NEW YORK-ROTTERDAM

VIA BOULOGNE-SUR-MER

Room 16

Berth 17

First Cabin Outward Passage-Contract

Name of Passenger Miss E. Pettingill

Total One adult — child — infant

In consideration of the sum of twenty five 00/100 Dollars the above named carrier agrees to transport the aforesaid passenger, but only upon the terms hereinafter mentioned, from the wharf, FOOT OF 8TH STREET, HOBOKEN, N. J., to the wharf at ROTTERDAM OR BOULOGNE-SUR-MER, by the steamer Noordam scheduled to sail on the 4 day of July 1904 at 1 P.M. precisely, unless prevented by some unforeseen occurrence.

CANCELLED

TERMS OF CONTRACT WITH PASSENGER

It is Mutually Agreed, by and between and carrier and the passenger as follows:

1. Neither said carrier nor the vessel nor its owners nor the agents of either shall be responsible for loss or damage of or to any baggage or property, arising from the act of God or the public enemy or acts of war, or from explosions, fire or fire damage, collision, stress of weather or perils of the sea, whether the same happen to the vessel or to any other vessel, from collision, stress of weather or perils of the sea, fire or explosion, or from any other cause, whether the same happen to the vessel or to any other vessel, shall in any event exceed the sum of $100 for each passenger, and in no case shall the carrier be liable for any loss or damage arising from the act of God or the public enemy or acts of war, or from explosions, fire or fire damage, collision, stress of weather or perils of the sea, fire or explosion, or from any other cause, whether the same happen to the vessel or to any other vessel, or for the insufficiency of packages, or from any insufficiency or absence of marks, unless such loss or damage shall be proved to have arisen from the negligence of the carrier, its servants or agents, or from the unseaworthiness of the vessel, provided the owners have exercised due diligence to make the vessel seaworthy; and in no case shall the carrier be liable for any loss or damage to any baggage or property not specifically mentioned in writing on the face hereof, or

sailing from New York and the small ship considered in former years an example of elegance and rapidity, but to-day relegated to lines sailing from Philadelphia or Boston for the accommodation of passengers who desire cheaper rates.

The best known agents are prepared to furnish all manner of information about the rates and accommodations of various steamships. The tour which the prospective traveler has planned should be a strong influence in the choice of his steamer. It is most advisable to sail directly to some port in the country where the tour is to begin. Such a choice will be found not only more economical, but more desirable than that of taking passage to England and then crossing the uncomfortable and wayward Channel for the Continent.

The great fast steamers are by no means always the most comfortable conveyances for crossing the ocean on a pleasure trip. They are usually overcrowded during the busy season, and, unless the tourist is greatly pressed for time, their speed does not offer sufficient compensation for other annoyances. The fact that the slower boats are more and more patronized by those to whom additional expense is no object, is a sign of the popularity of these comfortable steamers.

All of the ships which have been built in recent years are fitted with the steadying double keels, but the very fast steamers carry such large

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engines that while the rolling and pitching is obviated by these keels, the vibration continues and is extremely unpleasant. The slower ships with engines of lesser size and power are by far the steadier.

The fast steamers charging the highest prices for their accommodations find it impossible to take as good care of the great number of their patrons as the lines which have limited passenger room. On these great floating hotels, where there are sometimes eight hundred passengers, the decks are frequently so crowded by chairs that three or four closely packed rows fill and obstruct all but a narrow passage way. The stewards are so busy that they can not, with the best intention in the world, give proper attention to those who need their care.

The freight and transport lines and those which carry a limited number of passengers offer ampler deck room. These ships are highly recommended for those crossing the ocean on a pleasure trip.

On every line there are certain ships more desirable than others, and therefore the selection should be made with great care. Tastes differ so widely among men and women that it is extremely difficult to depend upon the judgment of one's friends. Still private opinion is frequently of more value than the recommendation of the best intentioned agent who, with thousands of questions to answer, finds it almost impossible to do the right thing or

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to give the right advice to people whose private likes and dislikes he can not possibly have any way of determining.

THE RETURN TICKET: When the stateroom has been selected a return ticket should be seriously considered. Unless the stay abroad is to be indefinite or there is some other strong reason for hesitation, it is a wise precaution to secure in advance a desirable stateroom. Should a tourist afterward decide to prolong his stay in Europe he will find the company from whom he has bought return tickets only too willing to exchange these, and give the holder of such tickets the first chance for the best stateroom available at the rate paid.

When buying tickets at any steamship office a deposit of $25 is required, the rest of the passage money to be paid three weeks before sailing; a return ticket must be paid for in full. There is sometimes a reduction of ten per cent. on the return portion of the ticket, but in the busy season only a few lines grant this rebate.

If no stateroom is engaged, a tourist who buys a return ticket on any one of those lines in the Steamship Combination (page 34) has a choice of returning when he is prepared to do so by any ship belonging to the list printed on his ticket. If he chooses a stateroom of higher price than that for which he paid at the time of buying his ticket, he will be obliged to make up the difference. On the

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HOLLAND-AMERICA LINE—CARRIER No. 10299

First Cabin Return Passage Contract

CANCELLED

EMBARKATION SLIP

FIRST CABIN RETURN PASSAGE CONTRACT

HOLLAND-AMERICA LINE

CANCELLED

Facsimile Return Steamship Ticket, Holland-America Line

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other hand, if he selects a cheaper cabin, the extra amount paid will be refunded to him.

WHAT IS A STEAMSHIP TICKET? It is a document of paper bearing the name of the line for which it is purchased. On it is a printed agreement to transport the passenger according to the rules of the company, on which is noted the name of the ship, the number of the cabin and the berth. When a return ticket has been purchased that fact, together with either the ship or names of the several lines on which the passenger is permitted to return, is also mentioned. After the document has been collected by the steward another ticket is made out by the purser and returned to the passenger.

The following are the lines in the Combination:

American Line.

Atlantic Transport Line.

Dominion Line.

Leyland Line.

Red Star Line.

White Star Line.

LABELING THE LUGGAGE: When the question of tickets and stateroom location has been determined, the labels for trunks, bags, and boxes should be secured with the tickets. These labels are of two different colors, one color for those pieces of baggage to be put in the hold, and a contrasting color for the pieces designed for the cabin.

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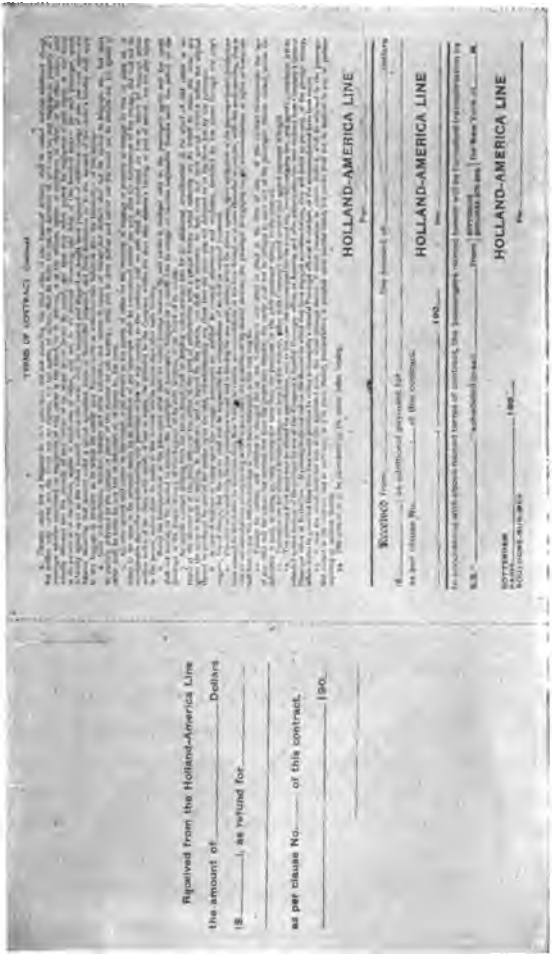

Received from the Holland-America Line
the amount of _____ Dollars
($ _____) as refund for
_____
as per clause No. ____ of this contract.
_____ 190.

TERMS OF CONTRACT (Continued)

HOLLAND-AMERICA LINE

HOLLAND-AMERICA LINE

HOLLAND-AMERICA LINE

Facsimile Return Ticket (Holland-America)—Reverse

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They are marked "Wanted" for the cabin, "Not Wanted" for the hold. The name of the steamship line and a large letter, the initial of the passenger's last name, is also on each label. Blank spaces are left on which should be legibly written the traveler's full name, the date of sailing, the number of the cabin and berth. Secure two labels for each trunk or package and tie on marked tags besides. For European travel baggage can not be too distinctly marked.

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SECTION III

ON BOARD SHIP

STATEROOM LUGGAGE: The average woman prepares herself for a week at sea as lavishly as if she were going out of sight of land for at least a month. She usually takes too much clothing, and the wrong sort at that. Bags, trunks, baskets, and shawl-straps encumber her small sleeping apartment, which perhaps may be shared with another individual for a period ranging from six to ten days.

Each time the thoroughly experienced traveler prepares to cross the ocean the number of pieces of baggage taken into the stateroom grows beautifully less. The steamer trunk, which all steamship circulars tell you must be but 12 in. high and 3 ft. 6 in. wide, deemed indispensable by the novice, is sometimes not opened by the seasick voyager twice during the entire crossing. It is inconvenient to bend down and pull the trunk out from under the berth into a space so narrow that it sometimes does not permit the top of that trunk to be fully raised. This is an unpleasant task for one in perfect health.

Instead of a trunk use a good hand-bag and a sizable hold-all. Supplement these either with a

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very small flat wicker trunk, or a dress-suit case made of basket which will be light, and small enough to be taken in a railroad carriage and carried easily by one of the large army of porters found in all European railway stations. Such a light piece of luggage will not only be found of incalculable value by the seasick woman who is unable to get out of her berth, but will also prove a comfort when traveling short distances in England or on the Continent. There is now made a dress-suit case of wicker-work lined with linen, with two locks and handles, most convenient for the traveler. The price ranges from $5 to $8. These are not only stronger than the Japanese baskets, but much more serviceable, the lining keeping them free from damp and dust, and the locks enable them to be used as receptacles for any small valuables which one may need to put in safety. If one of these commodities can not be obtained in the city in which the traveler lives, the preference should be given to the good basket case with handles, found everywhere in the United States. This can be securely fastened with a padlock attached to the handles. The full name and address of the owner should be marked on the cover, with a distinguishing mark easily seen at a distance. Under the existing European methods of handling baggage the necessity for this latter precaution can not be too often repeated.

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PACKING FOR THE VOYAGE: At such a time a woman should have the most sensible clothing possible for her sex. The following is a list of what one woman who has crossed the ocean innumerable times considers essential to comfort when packing for a transatlantic trip:

One neat plain tailor suit of heavy cloth.

One pair of thick silk or woolen tights.

Four sets of combination undergarments.

Four pairs of stockings, among them one very thick pair.

Four shirt-waists, flannel or silk according to the season, or two of each kind to provide for sudden changes.

A woolen knitted sweater.

Three pairs of pajamas.

A light woolen wrapper for going to the bath.

A pair of woolen slippers.

A pair of shoes with rubber soles or heels.

A pretty, dressy bodice for dinner.

These garments, with handkerchiefs and neckwear, can easily be packed into one of the stout, ample wicker cases before mentioned. The canvas hold-all is another valuable article of luggage which can be purchased now in any large department store, and this should also be legibly marked. It will contain the steamer-rugs, the pillows, the raincoat, extra jacket with the soft hat or Tam-o'-Shanter (no self-respecting woman now wears a

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"yachting cap") and a woolen wrap of some wide, comfortable shape made to conceal all discrepancies in time of sore need and seasickness. A canvas bag with handles, like a schoolboy's bag, will be found extremely useful for holding books, writing materials, or knitting. This bag can be hung on the arm of the steamer-chair and serves to keep these articles together, and as they are within reach and packed in the hold-all, it thus facilitates bringing all necessary deck conveniences up from the stateroom.

Packing the hand-bag requires thought, for it is of the first importance. In it small essentials should be kept together and not tucked away into the corners of the dress-suit case, a method pursued when traveling on land with much greater success than when traveling at sea. Combs, brushes, and tooth-powder should be supplemented by plenty of hairpins, a small-sized cushion, well filled with pins, and a well stocked, but compact, little sewing-case. Reduce all vials to the smallest possible number. Plain eau de Cologne, toilet vinegar, or simple salts are the only scents endurable in the atmosphere of a ship. These, with powder, cold cream in cases, and the essential drugs on which the traveler may rely, should be put into the glass bottles of a leather-bound medicine case, or those boxes and bottles enclosed in wood, which are constructed especially

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for the voyager's use and sold at any good druggist's or department store. By placing the necessaries of the toilet in the hand-bag, it is easy, when lying in the berth, to avoid a great deal of trouble and nervous work even for those who are well. All these indispensable articles are thus in a compact space, never likely to go astray. The wash-stand, which is within reach of either the berth or the sofa, can hold, in the recesses especially prepared for them, the sponge, tooth-brush, soap, etc. When the passenger goes for the first time into the stateroom all these small articles should be put into the proper places.

A fine quality of white Japanese paper napkins is a most useful addition to the stateroom bag. In Paris these napkins are frequently used for handkerchiefs; for wiping cold cream from the face, and for wrapping up packages and packing small articles they are indispensable.

STATEROOM LUGGAGE FOR MEN: A large valise or Gladstone bag, which is easily handled, will hold all the clothes a well-dressed man needs for an ocean voyage. A black coat for dinner, with the necessary shirts for such a toilet, are the only luxuries required as steamer costumes. Outing shirts, underclothing, slightly warmer than that worn on shore, a suit of clothes which has seen its very best days, several pairs of pajamas, a generous supply of handkerchiefs, socks, and a sober-

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hued woolen waistcoat, now sold in department stores for five dollars, complete the substance of what will go to fill his bag. These articles, with the addition of his bath-robe, slippers, and pet weaknesses in the matters of ties, collars, and toilet necessaries, he will find indispensable. There is a barber on every steamship, and in his shop can be purchased all the luxuries for the male toilet. Shoes left outside the stateroom door at night are cleaned and polished by the steward.

DRESS FOR MEN AT SEA: A simple suit of the thickness befitting the season is what a gentleman wears on shipboard. All loud checks which belong to the race-course, and fancy shirts are entirely out of place. I have seen a foreigner with a cutaway coat and high heels pacing the deck and affording amusement by his appearance, until the poor man slipped on a wet place and was retired with a sprained ankle for the rest of the voyage. This same man, by some mysterious means, kept on a derby hat with the ocean winds whistling wildly along the deck.

A well-dressed man wears on his head either an English cloth cap or a plain yachting cap. An outing shirt of quiet color, preferably white. A quiet suit with a sack coat, and good rubber-soled, low-heeled shoes. He changes this toilet for a linen shirt and black coat at dinner-time. In bad weather a long heavy overcoat or a waterproof coat

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completes the sum and substance of his ship's dress.

DRESS FOR WOMEN AT SEA: It is no longer the fashion for a woman to be careless in her dress at sea. A tailor suit made in a previous year, or one which is still good but not fresh enough for wearing in the city, should be put in good order and will be just what is wanted on shipboard. Let the dress be heavy, for even on warm days a heavy skirt will not be found heating, and the weight prevents it from blowing about. If the suit is heavy, an extra jacket can be eliminated from the packing. A silk or flannel shirtwaist, stout rubber-soled shoes, gaiters or English puttees which are sold in New York, are good for severe weather. A soft hat, a heavy veil or dark glasses, and warm gloves. One woman always dresses in the following toilet:

She is inclined to be seasick and consequently does not like to spend any extra time dressing in the stateroom. She wears combination garments of silk and wool, high or low neck according to the season; a loose pair of corsets, easy shoes, rubber-soled, a pair of either silk knickerbockers or heavy woolen tights regulated by the state of the thermometer, as are her stockings. She also wears a dark heavy cloth skirt opening down one side with buttons, and having on the other side a deep pocket; under this skirt she wears a light Jaeger flannel petticoat, which is buttoned on at the waist-

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band securely to her dress, so that she can slip into the whole toilet at once; the shirt is made with a turnover collar and a smart tie arranged to fasten with a hook and yet look as if it were tied with infinite trouble and care. She wears stout loose gloves, a soft hat drawn well over her eyes, and a motor veil to prevent her lack of hairdressing from detracting from her otherwise excessively tidy appearance. A white sweater and the heavy jacket of her suit she takes when she goes on deck. The jacket she always orders made short, for not only is it easier to put on without moving from her chair, but it has no tails to become wrinkled by lying down among the cushions. This dress is quite good-looking enough to be worn aboard when she sails from New York, and therefore she spends but five or ten minutes opening her case, hanging up the gown in which she expects to land on the other side, to change her hat and make herself ready to enjoy all the sights seen on the dock. When she reaches Europe this dress is laid aside or sent to a tailor's for pressing ready for the return voyage. Her mother, who is an old lady and always wretchedly sick, has a long thick cloak with wide sleeves, which buttons down quite to the bottom. With the help of this cloak and a pretty lace hood lined with thin silk the old lady can be assisted on to the deck when she otherwise would be unable to stand upright long enough to get

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dressed properly in the regulation fashion. Every woman should have at least one waist of flannel on which the collar and the tie are so arranged that it can be put on quickly without undue effort. In the autumn or winter season, or even in the summer months, when hurricanes are roving about in search of prey, the most steady of double-keel boats will be so buffeted by the waves that the completion of the simplest neat toilet is a difficult task. Then it is that the foregoing suggestions will be found valuable. The writer speaks from trying experience.

DRESS FOR CHILDREN: Children should be warmly and sensibly dressed for a voyage, in garments which require no trouble to put on or off. For girls nothing better has yet been devised than the sailor suits, called the Peter Thompson dress. For boys any warm neat suit of clothes will do. Both girls and boys should be provided with sweaters, woolen leggings which can be easily put on and off, and headgear which will not blow away.

PACKING FOR THE HOLD: In selecting the trunk to be used in traveling on the other side think first and foremost of the weight. Altho in England there is liberal allowance for luggage, on a European railroad the thing is quite different. France and Germany allow sixty-six pounds (see page 151), whereas other countries in Europe charge for all luggage, and the charges are very

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high. It is possible, if the tourist is careless in his selection of a trunk, that he may pay more for his baggage than for his railway tickets. Another consideration on this point is the fact that transfer companies are unknown on the Continent, and a light cab is often the only means of conveyance to and from a station. The great iron-bound American trunk soon becomes a source of trouble and perplexity to its possessor. The tourist by going to Europe is not going out of the civilized world; every needed article of clothing is extremely easy to obtain if occasion demands, but to be provided with superfluous baggage becomes a burden to any traveler.

Take to Europe wash clothes and underwear of only the plainest and most indispensable variety. There is no part of Europe or Great Britain in which laundry work is well done. It is wiser to leave linen and duck skirts and wash shirt-waists at home. They can be replaced by silk waists which may be sent to the cleaners, for dry cleaning is done in every country in Europe both rapidly and very inexpensively. For a woman, one good tailor-made traveling dress with a short and long skirt, a light gown for hotel dinners, either of foulard, crêpe de chine, or any suitable soft material which will do to wear in a carriage or in walking on the many occasions when she finds her traveling dress too heavy. These, together with a

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frock of black taffeta or one of the many sorts of charming black materials now in vogue will constitute a wardrobe which will answer all the purposes of European summer travel, making any lady feel that she is suitably dressed for any occasion. The black gown should be provided with a low as well as a high waist for use at the opera, theater, or at functions where full dress is indispensable. The women who have learned to be wearers of the combination undergarments will find them a great comfort in traveling, for these can be bought of the thinnest of lisle thread and silk. They are more easily washed and can be packed into a very small space. The same remark applies to pajamas. The women who cling to the underclothing they are in the habit of wearing at home, must buy no garment so fine in texture that they would regret seeing it in holes after one or two visits to the laundry.

A woman while traveling should always try to look her best. It is a valuable passport to attentions from officials and servants. Do not encumber the trunk with small articles of neckwear and dingledangles. These things occupy much space, and by leaving such knickknacks at home the excuse for shopping is greater, and all travelers enjoy shopping. A heavy wrap will be often as essential in Europe, where the weather in summer is frequently very changeable and sometimes quite as cold as in

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our late fall. Fill up all the extra corners of the trunk with shoes. Altho in London the best brands of American Massachusetts-made shoes are advertised, they are unfortunately often a year behind the style. On the Continent, as well as in the British Isles, a vast amount of walking must be done to see sights, so it is well to be supplied with neat but extremely comfortable foot-gear. Two hats for a woman, a dress hat and a traveling hat, will satisfy all the pride of millinery. Gloves are plenty and cheap everywhere.

When going abroad a gentleman should never fail to pack his dress-suit into his trunk, and, if he has an opera hat, he should take that as well. He will need both, unless he wishes to miss many entertaining functions for which full dress is strictly enforced.

To be well shod on shipboard is important both for men and women. The shoes are the most noticeable article of dress, and are conspicuous at all times, whether promenading the deck or in getting in and out of a steamer-chair.

THE BICYCLE: The bicycle, which has almost fallen into disuse among the majority of people in America, is still used constantly with great pleasure and advantage in England and on the Continent. Bicycles of every American make can now be obtained almost more easily abroad than at home. But in case a tourist wishes to take with

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him his own machine, he should be careful to have it very securely crated in view of the fact that it must be moved from the hold to the pier by a gangplank devoted to sliding down of the heavy trunks of American citizens. The price for transporting the bicycle on an ocean steamer is $2.50.

VALUABLES AND HOW TO CARRY THEM: Women often carry their letter of credit or book of checks, together with their cash money, in a chamois leather pocket made for the purpose and sold in the shops. A simpler device is to have a flat pocket made and sewed on to the petticoat, fastened with a flap and hooks, button and buttonholes, and of just the right size to accommodate the case containing the letter of credit and the express checks. This is less bulky and quite as convenient as the leather bags sold in the shops, which, being somewhat larger, offer too great a temptation to their owners to fill them with articles other than the simple flat case devoted to the checks or the letter of credit. If the chamois leather pocket is used it is strapped around the waist, or, better still, fastened securely to the corset. But even this precaution on board ship, when the owner is feeling rather uncomfortable, is not as wise as it is to put money and papers at once into the locked suit-case before mentioned (page 38).

Money and jewels are also carried in a light bag hung around the neck. This frequently leads to

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their loss if a woman is at all careless when dressing. All jewelry will be better consigned to the trunk designed for the hold. Ornaments of any sort are not in good taste on shipboard, and even if the voyage be perfectly safe from thieves it is still extremely easy to miss small ornaments and to lose them in a cabin which is constantly and violently pitching and rolling about. If anything is lost on shipboard, notice should at once be given to the head steward who will make every endeavor to find the article. If travelers must take jewelry or much cash money with them on an ocean trip, let them put it in care of the purser, who has a safe where he can guard such valuables; otherwise no steamship companies are responsible for any loss, as they take the precaution to print this in all their circulars and in notices posted in each stateroom.

SENDING BAGGAGE TO THE PIER: If possible, send all the heavy pieces of baggage carefully labeled (see page 34) to the pier, so that you may find them waiting there at the time of your preliminary visit to the ship. They can then be claimed and the receipt taken which insures baggage being put aboard at once. The "Not Wanted" pieces will then be put into the hold, and those marked "Wanted" will be put into the stateroom.

This precaution will prevent all annoyance on the day of sailing when the crowd around the bag-

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gage on the pier is most bewildering, and when other less provident passengers are trying in vain to get their stateroom baggage all in place before the ship begins to move. Every package or trunk sent twelve hours or more before sailing time will be carefully deposited on or under the proper berth in the proper stateroom.

A hand-bag or light piece of portable baggage will hold the necessaries for the final day and night on shore. The last few purchases can find a corner among the contents, and the method of reaching the pier on the morning of sailing is then much simplified. Instead of a lumbering expensive carriage covered with trunks and stuffed full of small packages and bags, a street-car or a hansom cab will convey the tourist to the ship, and he or she will have quite the air of an experienced traveler when walking up the gangplank.

STATIONERY: Writing materials of all descriptions are furnished on shipboard, and can be had free in every first-class hotel throughout Europe. To carry about stationery or ink is an absolute waste of space and only adds to the weight, every ounce of which must be considered.

If a writing-case is taken, it should be small, light, and compact. An address book and a diary should be the sum and substance of the stationery department. Those who use fountain-pens will find proper ink for them in every small town when

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the supply in the compact wooden boxes sold with the pens is exhausted.

A camera is now an item of nearly every traveler's luggage, but let the takers of photographs be warned that if they do not develop their own pictures it will be a great piece of good luck if they do not lose many of them. The photographer who does this work abroad is often careless and generally not interested enough to take much trouble. Dark rooms for amateur photographers are advertised among the conveniences of many of the English and Continental hotels. The most careful and successful work to be obtained is done by the professional photographers in provincial towns.

PASSPORTS: Altho considered by many tourists unnecessary, passports are, during any time of political disturbance in Europe, valuable papers. To obtain a passport takes three days. An application should be made to the Passport Bureau at Washington, from which a blank is forwarded to the applicant. This blank must be filled out and signed before a notary public, and, with the sum of $1 enclosed, sent back to Washington. The passport is immediately forwarded to the applicant. One passport will answer for man and wife.

EUROPEAN GUIDE-BOOKS: The Baedeker Guide-Books are those most universally used by English-speaking people. They need no recommendation, as their reputation is too well estab-

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lished. For use on the railroads Bradshaw is to be found in all the hotel offices. Cook's Continental Time-Tables are easy to decipher and contain all information about trains and steamboats. No prices are printed in this guide. The A. B. C. Guides are used in England, and "l'Indicateur des Chemins de Fer" and the "Livrets Chaix" are the time tables of France. The "Orario Ufficiale della Strade Ferrate" is the authority in Italy. "Henschel's Telegraph" contains all information about the railways in Germany. In Holland the "Nederlandsch Spoorboekje" gives all the trains, steam tramways, and boats. All these will be referred to again under the heading of the countries in which they are printed.

For ocean travel a pamphlet published by Frank Presbrey and sold by him for 20 cents will be found very interesting. It contains in a very compact form every important thing a sea-goer should know about ships and their ways.

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SECTION IV

ON BOARD SHIP

DEPARTURE: All the trunks should be packed carefully and compactly with a view to the pitching and rolling to which their contents will be subjected (page 45). At least two labels should be pasted on each trunk in case of accident. If you are unable to make a preliminary visit, go to the pier fully an hour and a half before the hour for leaving; this will give you time to identify your trunks.

The pier on a day of sailing is piled high with the trunks of the passengers who are waiting often impatiently to claim their luggage and to get from the baggage-master the receipt which is all important on the other side. This receipt is simply a piece of paper which must be preserved with great care, as it serves to claim all the trunks when the passenger lands in Europe. Until the receipt has been received on the pier and the trunks identified, no baggage will be carried on to the steamer. As each passenger drives up the stateroom baggage will be taken directly from the cab by the ship's porter who is in waiting, and carried directly to the stateroom. All the pack-

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ages and bags labeled will be found in your stateroom when you enter, but baggage must be claimed on the dock and a receipt taken from the baggage-master before it will be put aboard ship.

As by the traveler's previous visit she has found the cabin, she can soon be relieved of the small handbag reserved for the articles needed the last night on shore, and the stateroom can then be put in order before she goes out to look for possible farewell guests.

The friends who are coming to say good-by should have the number of the stateroom or some indication of an exact place on deck given to them, otherwise in the surging crowd friends and relatives will be missed. If no one is coming to speed the parting ones write all notes of thanks for gifts sent before leaving the dock and answer briefly the letters and telegrams you may find waiting in the saloon. The steward will be ready to take letters, and the mail will go back by the pilot. This duty will then have been performed, and all your kind friends will be flattered to think that gifts and letters were acknowledged. The postal-cards sold by the steamship companies are most convenient for this purpose. They are on every ship, and a dozen postal-cards can easily be written in the space of half an hour. These duties can be performed without losing anything worth seeing, and the tourist who makes his first voyage can then give himself

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up to the enjoyment and the excitement of seeing his big ship sail away.

At the dock and during the progress down the harbor there is so much that is entertaining to the novice enjoying this sail for the first time that sea-sickness occasionally overcomes the unprepared unfortunate. The necessity of unpacking in that trying moment will not mitigate his qualms. Therefore, when the ship is first boarded, bath-robe and slippers should be hung within easy reach of the berth; those toilet articles destined for the washstands put in their places. The night clothing should be prepared ready to slip on in haste, and the bag with the small articles placed very near at hand. The shawls, pillows, and rugs should be unrolled and the heavier wraps hung up on some of the numerous hooks.

All flowers, fruits, and eatables should be banished from the stateroom, and books put where they will not come clattering down should the ship go suddenly out from the calm harbor into the teeth of a storm. A bright day in New York harbor is no indication of what is happening outside Sandy Hook.

The pillows and rugs for the steamer-chair should be marked noticeably with the name of the owner in coarse cross stitch in wool of some contrasting color, because any article so marked can never be mistaken. Some ocean travelers find a long, thin

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mattress-like cushion very comfortable in their deck chairs. All these articles, which are in real need during the crossing, can be readily strapped into the canvas hold-all. They can be left in the care of the steamship company to be found ready for the return voyage, or sent to the American Express Company where they will be stored for a shilling a month. The rugs and cushions need never be brought into the stateroom during the voyage; the deck steward takes care of them. In the present state of ocean travel it is useless and foolish to own one's steamer-chair. But if the tourist prefers his own selection, the chair can be stored with the other things either with the steamship company or with the American Express Company.

LETTERS AND PACKAGES SENT TO STEAMER: Letters to passengers, telegrams, and small parcels are put on the saloon table for the passengers to see as soon as they come aboard. The more bulky packages are either put into the passenger's stateroom or kept in charge by the steward. When sending letters or remembrances of any kind to an outgoing steamer, the name and address of the sender should be written conspicuously on the wrapper. Should the letter or article sent fail to be delivered to the outgoing passenger, it can then be at once returned to the sender. The steamship, postal and express companies have so much matter

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to distribute that not only should the name of the steamship be clearly written on the address, but the line to which the ship belongs, the date of sailing, and the pier from which the ship is to leave the United States should also be added.

LAUNDRY ON SHIPBOARD: In a case of necessity, as, for instance, a passenger attacked with a violent cold in the head, it is possible to arrange with the steward or stewardess to have some laundering done on board.

IN THE STATEROOM: Have everything as tidy and compact as possible in the tiny room which allows but small space for moving about, and which will be your only apartment for a week or more. If there be no wardrobe hang the gown reserved for going on shore in a protected corner.

A hook near the berth should be reserved for the wrapper or bath-gown, and the small bag containing requisites for the bath, a piece of soap for use in salt-water bath, flesh-brush, and sponge. If ribbons are sewn at the back or sides of bath slippers, these can be tied together and hung on the same hook with the wrapper, thereby obviating the bother of groping around on the floor in rough weather to find them when needed, or making the extra exertion of pulling them out of the hanging shoe-bag.

A salt-water bath should be taken each morning if it is possible to get into the bathroom.

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The close air of the stateroom can be much improved, if not entirely avoided, by leaving the door always open. There is a curtain hanging at every door ready to be drawn. The curiosity of those who pass is very seldom annoying. Nobody will enter to disturb the occupants of any room, and the stewards are efficient guardians by night. If no money or jewels are lying loose, there is small danger of thieves.

If obliged by circumstances to share the stateroom with a stranger, let it be understood between you on the first meeting at what hour each one will dress or undress, rise and retire, and so avoid the unpleasantness of getting in one another's way in the very limited space between the berths and the sofa. It is usual for the occupant of the upper berth to be allowed the privilege of sleeping on the sofa. In some ships the upper berth can then be strapped up, thereby giving a sense of more space; but when this is impossible, use it as a rack for bags and books, unless occupied as a bed. On no condition should bags or bundles above twelve inches, and therefore too high to be tucked away under the lower berth, be brought into the stateroom. This is an unpardonable piece of selfish carelessness, for they encumber the small space and cause great discomfort.

No trunks or bags are allowed to remain outside the door in the narrow passages. The steward's

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orders on this subject are very strict. The steamer-rugs may be hung on the handrails along the side of the passage at night, but they are usually taken in charge by the deck steward and hung upstairs to dry. The deck steward will be found willing to roll them up in their receptacles when port is reached; he can do it better than the passenger.

STEWARDS AND STEWARDESS: The servants aboard ship, the stewards and the stewardess, are called by their last name. A card is found in each stateroom with the names of those on duty there written upon it. The duties of the stateroom stewards are to keep all the staterooms tidy, to care for the seasick male passengers, and to answer the bell if the stewardess is busy. These men are accustomed to going into the staterooms where there are only women, even if the women are sick in bed. They are helpful and respectful always, and any woman who objects to their presence will do well to stay at home. She will find men doing the work of chambermaids all over the Continent.

The stewardess will take all possible care of ladies who are ill, bring them food, and help dress them and assist them on deck. But every passenger should have consideration for these hard-worked, faithful servants, who should not be accused of inattention because they can not come at once when called or bring the food at the exact

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moment ordered. They have, in stormy weather and sometimes in calm seas, a number of exacting passengers to order them about, and they deserve all the consideration you can give them. In case of serious and deliberate failure to take proper care of the stateroom or to answer the bell, it is well to reprimand them quietly first, and then, if this has not the proper effect, to complain to one of the officers. The steward or stewardess in charge of the bath takes your order as to the temperature of the water, and calls you as near as possible to the hour at which you have requested your bath when going aboard. From fifteen to twenty minutes are allowed for the bath. By selfishly prolonging the time you bring reproach upon the bath servant and disorder to those waiting to bathe. The deck steward takes care of the rugs and pillows at night, places your steamer-chair where it belongs, serves meals on deck to the invalids, and runs about all day long, filling the orders of those on deck for refreshment or additional wraps left below. The table steward is the waiter in the dining-saloon, and it is the very lucky traveler who gets one who is clever and attentive and with a good memory as well. There is a rare choice in table stewards. The smoking-room steward is likewise a busy man, and is usually well rewarded for his attentions.

WHEN TO GIVE FEES: The habit of giving fees may be an odious and pernicious custom, but

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it is made imperative by universal practise. A tourist who wishes to enjoy every comfort possible during his travels should put aside a certain sum of money for fees. A little change judiciously distributed will go a long way toward improving his condition during a transatlantic trip. The first inroad should be made into this sum on the visit first made to the ship.

The following fees, altho some of them may be regulated in a measure by the inclination, the state of the purse, and the services demanded by the passenger, have come to be generally quoted:

Stateroom steward and stewardess, each 10/ ($2.50). When two occupy the same room, one gives to the steward, the second to the stewardess.

This fee must be bestowed in all cases likewise to the table steward, 10/.

Bath steward, 5/. Only when baths are taken.

Deck steward, according to service.

Smoking-room steward, regulated by service demanded of him.

The servants on shipboard get little beyond their fees, which must be considered by the passenger as part of the passage money.

The stewards, if not properly treated, can by various methods take their revenge. It has been sometimes possible and even probable that some hint from the steamer caused certain individuals

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rather unpleasant half hours with the Custom-house officials of our own and foreign countries.

SHIP'S OFFICERS: The captain and the first officer are responsible for the ship and the safety of the passengers. It depends entirely upon the taste of these gentlemen as to how much they mingle with the passengers in their leisure hours. Seamen are notoriously shy, and many a captain has been accused of being unfriendly who simply lacked courage to talk to his guests.

The second officer has the second-cabin passengers in charge and presides at their table.

The third officer, in addition to his sea duties, is responsible for the condition of the decks and the care of the steerage.

The name of chief engineer speaks for itself.

The purser sends in all the bills, changes money, and is competent to answer all questions of business interest concerning the ports at which the ship touches.

The chief steward should be addressed in case of any complaint concerning the food or the service, either in the dining-saloon or in the state-rooms.

The ship's officers will always answer courteously the many foolish questions addressed them whenever they appear on deck, but it is a rule on all ships to *tell* nothing, so the passenger may as well confine his conversation to other subjects than

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those concerning the voyage. He will learn nothing new from those in charge.

The doctor attends seasick patients without fee, but in cases of other illness he should be rewarded for his visits as the family doctor would be.

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SECTION V

SEA LIFE

SEASICKNESS: I wish it were possible to begin this section by recommending an unfailing cure for seasickness. Despite the many nostrums advertised as infallible reliefs, no remedy which will work equally well in all cases has yet been discovered. That which helps one will prove useless for his neighbor. A careful course of training for a week before sailing, calm nerves, and great care about proper food on board ship seem the safest way to avoid this unpleasantness. The custom of farewell dinners is a natural cause of seasickness, and to start when physically overtired is another mistake. We could give many suggestions, each one springing from individual experience of transatlantic travelers, and fill this book with good advice, none of which might help the reader. It is said that those who have come directly from the sea-coast, where they have lived in the strong air and watched the waves, are less prone to be ill. One traveler recommends cotton in the ears. Another takes a pinch of bicarbonate of soda. Powdered charcoal after each meal is recommended, as well as a little aromatic spirits of ammonia in the

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morning. Phosphate of sodium night and morning is also recommended. Travelers are told to drink plenty of hot water, but no other liquid, and a small portion of beef well masticated, as the only food taken three times a day for the first three days out, is a diet which one man declares has saved him from sickness in the severest storms. Other suggestions are an opium plaster on the pit of the stomach, plenty of iced champagne, a small drink of true Schiedam gin, turning the back to the sea when sitting on deck. These are a few "infallible" cures recommended for this uncomfortable trouble. While one insists that the only thing to do is to lie still in the berth, another declares that the deck is the proper place in which to place the chair. It is a disease in which personal experience alone is of value to the afflicted individual. There are a number of nostrums, like the Perles Marini, price $5, and Brush's Seasick Cure, in which many travelers are faithful believers.

The custom of sending great baskets of fruit and flowers to speed the parting friend undoubtedly adds to the pleasure and excitement of the traveler's departure. Of the flowers, the recipient gets but a moment's genuine pleasure. They should never be kept in the stateroom. The fruit, if eaten on the first comfortable day at sea, is often the cause of hours of violent remorse. Only

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he or she who is positively sure of not being attacked by seasickness should ever eat uncooked fruit the first few days out. Even the much-recommended orange is a menace to comfort. Grape fruit and lemons alone are safe. The odor of a basket of fruit in the various stages of decay, kept in or near the stateroom, is most trying to everybody. The rules of most steamships forbid the stewards encumbering the ice-room with the fruit baskets of the passengers. If this rule were not followed, this place, reserved for the ship's supplies, would be cramped by the tokens sent passengers. The stewards do their best to preserve fruit by putting such baskets near the port-holes in the passages between the staterooms or in whatever cool places they can find. But that does not prevent the gifts of well-intentioned friends from being a source of annoyance to a great many people before the fruit is finally eaten or thrown overboard.

Many travelers would be saved seasickness if they were more careful about the first meals eaten on shipboard. Those who feel well are tempted by unwholesome delicacies which would not agree with them on shore, and partake to their sorrow. Either Vichy, Arpenta, or some mild purgative should be taken. The chance for exercise is very limited, and much of the comfort of a traveler depends on the care taken of the body from day to day.

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STEAMSHIP ETIQUETTE: The chief point of etiquette on shipboard concerns the relation with whoever occupies the same stateroom. A large number of those who yearly cross the ocean pass the eight or ten days of crossing with a complete stranger, and that in a room smaller than is ever occupied by a single individual on land. It is a trying position, but one which mutual forbearance and courtesy can make even agreeable.

The fact that a stateroom is frequently shared by two persons utterly unknown to one another is not an altogether pleasant circumstance. With some rare exceptions such individuals do try their very best not to annoy one another even in the slightest matters during their enforced companionship. To be pleasant, polite, amiable, and agreeable with a room-mate thrust upon one by circumstances does not at all mean that it is necessary to strike up a foolish intimacy or a friendship which it would be injudicious to continue on land. Young women traveling alone and lacking the experience which helps form good judgment are especially warned against these shipboard intimacies. It is quite possible, without going one step beyond the limit of mere acquaintanceship, to have all the intercourse necessary for agreeable pastime. Introduce yourself at once on entering the stateroom.

Keep your belongings in your own part of the

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room, and your toilet articles on your side of the washstand. Let the roommate decide at once which of the two shall occupy the upper berth or sleep on the sofa. The sofa bed is more comfortable because there is no climbing to be done.

Remove everything with an odor from the room, such as flowers, fruit, or scent of any kind.

Always ask, before using eau de Cologne, Pond's Extract, or anything with a strong smell, if it is agreeable to your roommate.

If the companion is sick, give help if it is possible, and call the steward at once.

Greet the roommate courteously whenever you enter. Do not fail to say "good-by," when going ashore and mention your gratitude for any little courtesies.

If the tourist is well enough to go to the table, some attempt at a toilet should be made for dinner. Bow courteously to those at your table, and talk in a low tone to your neighbors if they show any disposition to be agreeable.

Etiquette on shipboard permits and even demands that the passengers shall greet an officer pleasantly if they meet him on deck or in the passage-way. If the traveler has had any conversation whatever with an officer during the voyage or has spoken with the captain at any time during the crossing, he or she should not fail to bid these offi-

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cers good-by before landing and thank them for their care and courtesy.

If a young man desires to be presented to any young lady on the trip, her permission can be obtained through one of the officers, and the introduction thus effected. Before landing it is only courteous to seek out and bid good-by to all those passengers who have helped make the voyage pleasant; it is also perfectly proper to exchange cards with the most congenial of the shipboard acquaintances.

Be careful to return all books loaned you. And it is a wise precaution to write your name several times on the books which are your own property, so that you may more easily collect them if they go astray. Do not annoy other travelers by strumming on the piano for hours at a time, by singing or whistling or reading aloud on deck, or by smoking without first asking permission, in case a stranger is seated beside you. Do not occupy the writing-tables with books or work of any kind, or allow your children to race noisily about. The writing-room is not a nursery, and no parents should force peaceable passengers to make unavoidable complaints. If children must be taken across the ocean, force them to amuse themselves quietly and reasonably until they get to the other side. The same remark applies to half-way grown youths and school-girls. On such a crowded and

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limited territory every one should seek to avoid annoying others. It is the foundation of common politeness and decency.

AMUSEMENTS ON SHIPBOARD: The amusements on board ship are naturally limited. Most transatlantic steamers carry a very decent library, from which books can be obtained by applying to the steward in charge.

On the steamers which boast an ample deck room for such things, all sorts of athletic games are devised and carried out. On other ships, shuffleboard and a ring and stake game are the only means of physical recreation possible on the limited deck space.

There are individuals who rush around the decks all day taking exercise and displaying their prowess by stumbling over the unfortunates who are confined to the steamer-chairs along the narrow passage on the side decks. These sprightly people make themselves at times very obnoxious by their energy, but after dinner, at night, the occupants of the chairs having retired, the deck is given up to those who wish to promenade. It was formerly considered romantic and picturesque for young girls or young men to show their indifference to the rolling sea by perching themselves on the railing; but one unfortunate, a trifle more foolhardy than his companions, who sat with his foot tucked through a rope as his only hold, was

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once thrown overboard by a sudden lurch of the ship, and lost his life. Since that time close watch has been kept by the deck patrol to prevent, if possible, a repetition of such a catastrophe. The inexperienced ocean traveler must always be prepared for the unexpected at sea. It is on the calmest days that a wave sometimes climbs upon the deck and deluges the unwary.

Card-players will find plenty of congenial companionship. Whist players are in demand. Nearly every evening, after the tables are cleared in the saloon, games of cards, and, indeed, round games of all sorts, are in progress, to a share in which the players are only too glad to admit an applicant.

The ship's concert is always a feature of the voyage. At this time money is collected for those different institutions, both American and foreign, erected for the benefit of sailors.

If the duty of giving the concert devolves upon amateurs, every one who can do anything to interest or entertain offers a service. In this case the audience should be as lenient and admiring as possible. Wear the best garments the restricted stateroom luggage permits, and be attentive and courteous throughout the performance. It is particularly rude to talk or criticize the performers, when they are endeavoring in every way to make the occasion successful. Individuals who follow

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this practise are usually more critical than capable.

The concert takes place on the last evening before sighting land.

On the German ships the captain's dinner, a most attractive feast, takes the place of the concert as a parting festivity.

There is no collection made. This dinner is a feast offered by the captain to his guests. The dining-saloon is beautifully decorated by the stewards, the ship's company dress in their best, the dinner is both elaborate and served with ceremony, and if the weather permits the captain presides.

SIGHTS AT SEA: The entertainment at sea is limited in its scope and variety. The interest in the ship and the curiosity concerning the fellow voyagers are soon satisfied, and all the excitement is then furnished by whatever objects can be detected on the boundless waste of waters. Sometimes a whale spouts at a distance, more rarely an iceberg floats into view, and occasionally a passing ship calls to life the half-seasick loiterers, who, with awakened interest in life, hurry from their reclining chairs to the rail of the deck to enjoy this novel sight.

PORPOISES: The commonest and gayest of spectacles is presented by the gamboling of porpoises in the water. These jolly little companions leap and tumble along beside a ship as tho they

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loved the company of that iron monster. Only that variety which is the true dolphin is to be seen in mid-ocean, for the common porpoise likes to take a swim in shore from time to time and root about with his snout in the shoal places. That clever, all-knowing individual, who is busy everywhere in the world instructing others as ignorant as himself, can frequently be heard on shipboard calling attention to the "flying fish" the first time porpoises play about the ship. The porpoise is not properly a fish at all, but an air-breathing mammal, which fact is responsible for the constant leaping which is so entertaining to the spectator and which appears to be nothing but an amusement for the fish, whereas it is really a serious necessity. The young porpoise is suckled by his mother and cared for by her until he is a year old. The food of the porpoise is salmon and herring, and they are in pursuit of these or other shoals of fish when they tumble about in companies in the sea or jump long distances in the waves after their prey. Their flesh was once esteemed a delicacy; their blubber yields good oil, their skin makes useful leather, and their antics afford amusement to every ship's company.

GULLS: As a ship approaches land the gulls wheeling about on all sides make hopeful promise of speedy landing. They are great gluttons, fighting and screaming over every bit of floating food,

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and sometimes eating so much that, had not nature given them the power of disgorging readily, they would be unable to fly. These birds settle on the water in a particularly graceful manner, and take infinite care not to wet their wings. They build their nests on rocky islands, congregating together in great companies. These nests have no stick or twig foundations, but are built of grass, weeds, mosses, lichens, kelp, feathers, wool, or rotten wood, or whatever they can find, all laid upon the rock and formed by the birds into shallow bowls.

The color of their eggs is remarkably varied and very beautiful, and their young develop rapidly after coming out of the egg. Old birds are said to be very cruel to the young who do not belong to their own brood. When undisturbed on the island on which gulls' nests are built, these birds become very tame and perfectly fearless at the approach of human beings.

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SECTION VI

THE DESTINATION

LANDING IN FOREIGN PORTS: When the landing at a foreign port is made by going ashore on a tender, which happens at nearly all the ports where a steamship only calls in passing, the heavy wraps should not all be packed away so securely that they can not be at hand in an emergency. Damp, foggy, penetrating, and even cold winds are frequently encountered in summer on the English and French coasts; the staterooms of the little steamboats called tenders are stuffy, and the distance between where the ship lies at anchor and the dock is often a long sail. Going eastward, some landings on the French coast are made at night, in which case a warm rug is not only of service on the tender, but on the train after the passenger has landed.

When nearing a port, the stewards hurry the passengers and endeavor to get all the luggage of those who are about to land out of the stateroom an hour before the port is reached. This is done under orders, and those passengers who object so vigorously to this haste should realize how important it is for their own comfort that the luggage

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should all be gathered together and counted in sufficient time to make it a certainty that nothing is left behind in the stateroom. If the landing is to be made by a tender, do not give the room steward his fee until he points out all the pieces of stateroom luggage, large and small, piled together on the deck of the tender.

The coming of the pilot is a cause of great excitement, and the Marconi instruments with which nearly all the ships are now furnished lend to each day an added interest. When the responsive instrument of another ship answers the call, there is news of some sort posted up. When no other Marconi instrument is within range, a subject of conversation is afforded by that particular circumstance.

The day's run, the position of the ship on the sea, is posted up every twenty-four hours shortly after noontime, and the theory and question, "When shall we get in?" begins to be advanced on the very first day.

A sea voyage is at best a trying period for those in search of amusement, and it gives to the discriminating a large opportunity to study human nature. The selfish here display their selfishness more than in any other situation, whereas those who are sympathetic, unselfish, courteous, and careful of the comfort of others are seen at the greatest advantage when they are traveling at sea.

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Chief among the opportunities within the reach of those who cross the ocean is that of the possibility of learning to receive enjoyment from meager sources and to find pleasure in simple things.

CABLES AND TELEGRAMS: While waiting for the custom-house doors to be opened, the tourist can avail himself of the telegraph office erected on the landing stage to send a cable to America or to telegraph to friends in England or on the Continent.

In sending a telegram under British regulations, the message, after being written out on the official paper, is handed to the operator, who names the regulation price. When the required amount is paid, he returns to the sender the equivalent in stamps. The sender is required by the English law to himself put those stamps on a place indicated on the official paper (see page 79).

The charges for telegraphic messages in England are as follows: Cable to New York, one shilling (1/) a word, charging at the same rate for the address and signature. A telegram sent anywhere in the United Kingdom costs, for a message of not more than twelve words, including address, sixpence (6*d.*), and a ha'penny for each additional word.

TICKETS FROM NEW YORK TO LONDON: Before leaving New York through tickets to London can be bought by the way of the Northwest-

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A.

Prefix_____ Code_____

POST OFFICE TELEGRAPHS.

(Inland Telegrams.)

No. of Telegram_____

For Postage Stamps.

The Stamps must be affixed by the Sender, and must not overlap. Any Stamp for which there is not room here should be affixed at the back of this Form.

A Receipt for the Charges on this Telegram can be obtained, price Twopence.

Office of Origin and Service Instructions.	Words.	Sent
		At_____ M.
	Charge.	To_____
		By_____

12 words, **6d.** Every additional word, ½d.

Every word telegraphed is charged for whether in addresses or text.

NOTICE.—This Telegram will be accepted for transmission subject to the Telegraph Acts, the Regulations made thereunder, and the notice printed at the back hereof.

TO {

FROM {

The Name and Address of the Sender, IF NOT TO BE TELEGRAPHED, should be written in the Space provided at the Back of the Form.

This Paper Manufactured and Printed by McCORQUODALE & CO. Limited.

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NOTICE TO THE SENDER OF THIS TELEGRAM.

1. The charge for transmission will cover the cost of delivery :—

(*a*) **If the address is within three miles from the Terminal** Telegraph Office, or within the limits of the Town Postal delivery of that Office when it is a Head Post Office if that delivery extends to more than three miles.

(*b*) If the Sender desires it to be forwarded by Post from the Terminal Telegraph Office and shall write the words "Post," or "Post ——" (naming the Office at which the Telegram is to be posted) at the end of the address of the person to whom it is to be delivered.

2. In case the address be beyond the above-described limits of free delivery and the Sender does not write the words "Post," or "Post ——" (naming the Office at which the Telegram is to be posted) at the end of the address, this Telegram will, in the absence of some exceptional arrangement with either the Sender or the Addressee, be delivered by Special Messenger.

3. The charge for delivery of this Telegram at any address beyond the limits of free delivery will be at the rate of 3d. for each mile, reckoned from the Terminal Telegraph Office to the address of delivery. Provided that any fraction of a mile beyond any complete number of miles shall be reckoned as a mile. This charge will be payable by the Sender and should be prepaid.

4. If the Sender desires this Telegram to be forwarded by Train from the Terminal Telegraph Office, he must write the word "Train" at the end of the address, and must pay the actual cost of the conveyance, if such cost be known, or must deposit 1s.

5. The Sender may prepay a reply not exceeding in length 48 words. In such case a Form of Pass will be handed to the Addressee. The Pass will, within two months from its date, frank any Telegram not exceeding in length the number of words stated on such Pass. If the Pass be not used, its value will be paid to the Sender of the original Telegram on application being made, within two months, to the Secretary, General Post Office, London, Dublin, or Edinburgh, as the case may be. The Pass must accompany the application.

6. A Telegram can be repeated back from Office to Office throughout the course of transmission if the Sender desires to adopt this security against the risk of error. The charge for repetition (which must be paid when the Telegram is handed in) is one-half the charge for transmission, any fraction of a 1d. less than ½d. being reckoned as ½d. If containing mercantile quotations or code words a Telegram ought always to be repeated.

7. The Postmaster-General will not be liable for any loss or damage which may be incurred or sustained by reason or on account of any mistake or default in the transmission or delivery of a Telegram.

8. All applications respecting this Telegram should be made within three months from the date of its **transmission, after which period it will not be kept.**

Name and Address of Sender. (FOR REFERENCE ONLY.) .....

.....

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ern, the Great Western, or the Midland Railway. The Northwestern runs a special steamer train through to London without stopping, taking four hours in the transit from the Riverside Station adjoining the landing-stage to Euston Square Terminal in London. This train is only for the accommodation of passengers of the great liners. Persons crossing the ocean on the smaller steamships must use the regular trains. Should there be no train available from the landing-stage at the hour when their steamer arrives, passengers will be conveyed free of charge to the Lime Street Station of the Northwestern. Nearly all the Northwestern trains, however, start from the Riverside Station.

STOP-OVER TICKETS: Stop-over tickets can be purchased in New York, at the same price as the through tickets, from both the Northwestern and the Midland agents. Any one buying a through ticket in New York can exchange it in Liverpool by applying to the railroad agent for a stop-over ticket, which is valid for three months from the time of its issue in New York. If these tickets be purchased in Liverpool, then ten days only for stop-over privileges are allowed between that city and London.

Return stop-over tickets are good for six months if bought in New York, but only available for one month if purchased in Liverpool.

Officials of both the Northwestern and the Mid-

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land railroads meet every incoming ship at the Liverpool Landing Stage. They will be found ready to give all detailed information about the trains and routes, to sell tickets, and to help the patrons of their respective roads with their luggage while passing the Customs.

RAILROAD TICKETS: On the special trains which are run by the Northwestern from the Riverside Station there are only first and third class carriages. When not included in the steamship ticket, the first-class fare is 29/ ($7.08), and the third-class 16/ 6*d.* ($4.03). On the Midland there are only first and third class carriages on any of the trains. The fares are the same as on the Northwestern.

For short journeys the third-class carriages are used by the majority of English travelers. Not only is the first-class fare nearly double that of the third-class, but the third-class carriages are quite as clean and comfortable, and the traveler will find himself in more than respectable society. They do very well for longer trips on quick trains in the daytime, but are not recommended for night travel nor for journeys taken on the local trains on Sundays or holidays.

LUGGAGE IN ADVANCE: Luggage can be sent from the residence, hotel, railway station, or the dock in New York direct to any point on the Midland or Northwestern Railroad, and delivered

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Facsimile of Luggage in Advance Ticket

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in any place designated by the holders of tickets over either of these railways. The charge from New York to London is 50 cents on each piece; to other points in England, 75 cents. If this luggage is delivered to the agent on the Cunard or White Star dock in New York, the charges are then but 15 cents to any residence in London and 25 cents to any other point on the road. By applying to A. G. Wand, 852 Broadway, not only will all information concerning the stop-over tickets on the Northwestern be obtained, but, if requested, that agent will send to the residence, hotel, or station, take charge of all luggage, and deliver it at any hotel, residence, or station along the line of the railroad he represents.

The Midland Railroad has the same regulations, makes the same charges, and will forward lnggage through its agents, Thomas Cook & Co., 261 Broadway.

When the trunks are consigned to the agent, if the keys are enclosed in a sealed package and given into his charge, the trunks will be passed by him through the Customs and he will be responsible for the contents.

In case the owner should not go directly to the place to which he has directed his luggage sent, but wishes to obtain immediate possession of his keys, these will be forwarded him to any address he may give, whereas the trunks are expressed to

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their destination and will there be found awaiting their owner.

CUSTOMS: As soon as all the trunks have been taken from the ship, the passengers are admitted to the custom-house enclosure. By looking in the place where a large letter, the initial of the name, is displayed, there the luggage marked with that initial should be found. If it is not there, the fault lies in the fact that the trunk is not distinctly enough marked. If this accident occurs, seize upon a porter and get all the trunks together as quickly as possible. This is the most important act to be performed here, for the officers require to see your entire pile of luggage before they ask you to open any one of the pieces. Except in cases where their suspicions have been directed against any one person, either for political or commercial reasons, English officials rarely ask more than that one of the trunks should be unlocked. The English Customs are lenient, and the examination is a very simple process. Spirits, tobacco, silver plate, copyrighted books, and music are the only things asked for.

PORTER'S FEES: Give the porter no fee until the examination of trunks is completed and he has placed the luggage either in the Riverside train or in the waiting 'bus which is to take you to another station. Threepence for each piece of luggage is then what he expects to receive.

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DOGS: Dogs can not be taken into England without a permit, which must be obtained before sailing from this side by applying to the British Board of Agriculture. Without such a permit the animal will not be permitted to land, and, even if his owner is armed with this permission, the dog is taken over and must be put in quarantine for six months under proper supervision and at the owner's expense. At the expiration of this time he is permitted to accompany his owner. These precautions have been taken to eradicate hydrophobia from Great Britain. Six months is the maximum time required for the development of this dread disease. Owners of fine dogs who for one reason or another desire to take them into Great Britain, can depend on the testimony of many dog lovers and even of women who are the owners of those much-pampered beasts, "lap dogs," that during quarantine the animals receive care which is exceptional, and that they are returned to their proprietors in perfect condition.

THE CLOAK-ROOM: Travelers who have not sent their luggage in advance from New York and who are undecided about the hotel or residence they intend to inhabit in London, and desire to be free from the encumbrance of heavy luggage, can, on reaching Liverpool, by applying to the station master and by paying sixpence (6*d.*) on each piece of luggage, order it delivered to the cloak-room of

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any British railroad station. The railroad company requires that each piece shall be distinctly marked with the tag bearing the full name of the owner and the address of the station to which the trunk is to be sent. On the trunk, or whatever piece of luggage is to be forwarded, is then pasted or tied a label, half of which is detached and given to the owner for purposes of identification. Guard it carefully, for it will be required in order that the luggage may be claimed at the cloak-room. The cloak-room of a British railway station is the place in which for a small fee the company keeps those articles for which they hold themselves responsible. At cloak-rooms in the smaller stations, passengers can only depend upon being able to deposit or withdraw articles within a reasonable time after the arrival and before the departure of trains, say fifteen minutes at the utmost. In London the cloak-rooms are open all day, as there are trains going and coming constantly.

CLOAK-ROOM CHARGES: One penny is charged for small articles left in a cloak-room not longer than forty-eight hours, two pence for objects of heavier weight. A charge of three pence a day is made if these articles are not called for within the allotted two days' time.

EXCESS OF LUGGAGE: The English railways are very liberal in the matter of excess of luggage, but the owners of the heavy bound, unwieldy

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American trunks usually suffer for their execrable taste in carrying about such monstrosities, and they are often obliged to pay overweight charges.

PARCEL DELIVERY: For those persons who have no tickets, yet wish to send luggage ahead, there is in England the Railway Parcel Delivery. The charges for the conveyance of parcels is regulated by the weight of the object and the distance to which it is to be sent. Ordinary luggage will be collected from hotel or residence or from any of the principal stations and delivered at an expense of one shilling (1/) a package. Tourists should be warned that, while the delivery of such parcels is very prompt when forwarded to towns lying along the line of the company forwarding them, it is quite another matter when these packages must be transferred to a rival or branch road. The impatient American, familiar with the habits of American express companies and quite forgetting the annoyances which he sometimes has to endure at home, will occasionally find English deliveries slow; but with every year this matter is improving, and the American express offices in all the more important cities of Europe are gaining greater facilities to help the delivery of their countrymen's luggage, and for this service their charges are moderate.

CARE OF LUGGAGE: The English official expects the passenger to go to the van and to pick

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out his own luggage when he arrives at his destination. The stations are frequently filled with a crowd of people rushing apparently aimlessly to and fro. If a passenger comes to the station in a cab, a porter can be secured at once; he will place the trunks and bags on a truck and wait with them near their owner until his tickets are bought. The luggage is then weighed, a label bearing the name of the destination pasted upon each piece. The porter's fee is three pence for carrying each trunk or large bag. The labels are kept in a case on the platform. There is no equivalent for the American baggage-room and no brass checks for the trunks. The porter takes from the case a label bearing the name of the place for which the ticket was bought. This appears to be the only precaution against loss. No duplicate check or receipt is given the passenger. The porter should be watched until he puts the luggage into the van and a carriage selected as near as possible to that particular van. The fact that the luggage is labeled does not at all insure that it will accompany the owner when he starts on his train or be found at the end of his journey. The English luggage vans are distributed through the train, and are unlike the baggage arrangement in the United States. The reason for recommending a carriage in the immediate proximity of the van where the tourist's luggage has been deposited is

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because, simple as it seems to get *into* a train at an English station, it is quite another affair from getting *out* successfully and easily.

LOST PROPERTY: If, through neglecting to watch the process of transferring luggage or through the carelessness of the porters, the tourist's belongings go astray, everything is very sure to be found eventually in the Lost Property Office, unless distinctly marked with a tag bearing the owner's name and town address. In this latter case they will be forwarded to him.

THE LOST PROPERTY OFFICE: In this well-managed institution of the British railroads will be found all articles left in trains or on railway platforms, from a valise to a pair of gloves. The employees in Great Britain are exceptionally honest, as all travelers who have had any experience will willingly testify. If an umbrella, bag, or package has been lost on an English train, the officials will go to any amount of trouble and will rarely fail to find the article demanded.

On discovering any loss, the tourist should at once repair to the Lost Property Office in the nearest station. The clerk there in charge will ask all manner of questions necessary to the recovery of what has been lost, find it, and restore it to the owner.

LUGGAGE SENT TO LONDON STATIONS: In London, by applying at the receiving offices of

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any of the railroads (page 92), arrangements can be made for the conveyance of luggage in the company's carts at the charge of 6*d.* (six pence) a package. For this amount they will be transferred to any one of the railroad stations belonging to that company.

At the beginning of his journey, by paying the usual fee, the passenger can claim his trunks or bags at the station. This is an inexpensive arrangement for those who have bulky luggage which is too heavy for the ordinary cab, as well as for those who have large families, and consequently a number of trunks. It is much cheaper than to take, as is sometimes done, two or three cabs for only two or three people, and pay four or five shillings when two shillings would cover the entire expense.

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SECTION VII

ENGLISH RAILROADS

CHANGES: In Great Britain the railroads so cut and intersect one another that junctions are frequent, and even short trips are apt to necessitate many changes of train.

A through train does not necessarily imply a journey without change of carriage; it only indicates the fact that the connections are close. Every time one of these changes occurs, attention must be given to the luggage as it is changed from van to van; otherwise it may be left on the platform to come along by a later train.

When the cry of "All out" is heard, the tourist should get a porter at once and assist him to identify and pick out the trunks where they are dumped on the platform. It is necessary to watch them all transferred to the other train. It is presumably because of these frequent changes and the bother of picking out and transferring trunks that the English have formed the inconvenient habit of filling up the carriages with hand luggage.

BUYING TICKETS: In the smaller stations the ticket-seller ("booking agent") keeps himself

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closely concealed behind his little window until within five or ten minutes before the train time. This method is practised because of the economy of his railroad, which puts upon him many other duties in addition to that of simply selling tickets. In buying a ticket at one of these stations it should be paid as nearly as possible with the right change. It is not uncommon at small English stations to find the booking agent without sufficient change for a larger coin.

When buying a ticket, demand a "single first" or two "single thirds." This means that you do not want return tickets. "Double" is the English for the return tickets.

Go to the station in ample time before the train starts. Do not wait, as in America, until the last moment before departure. In London and in all the larger English stations there is great bustle and confusion. The cautious English traveler goes to the train well ahead of the time for its departure, and so gets a comfortable place before the carriages are filled up.

ON THE ROAD: As it is not the custom of English railroad officials to call the name of the different stations, the seat by the window is recommended. Ride backward, if possible, as there is much less dust, and keep your eye well on either end of the platform where there is a sign bearing the name of the station. On these signs and on

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the civility of the English occupants of the carriage, the traveler must depend to find out when he has come to his journey's end.

The block system is in use on English railroads, and consequently there is a signal box outside either end of all stations. These boxes are marked with the name of the station in this fashion: "Oxford East Signal Box" or "Eveshal West Signal Box." The sign is small, but quite large enough for the observant tourist to discover that his station is near at hand and it is time to gather up bags and parcels. The English have a habit of constantly sticking their heads out of the window and asking whoever happens to be passing if they have come to the right station. The officials are not always close at hand, but some one is sure to give the needed information.

Tickets are taken up by the gatekeeper as the passenger leaves a station. There is a rule that if the passenger has had no time to buy a ticket before boarding an English train, he may pay his fare at the other end of the journey. Warning notices are posted in the trains that a transgressor will not only be arrested, but charged a heavy fine if there is any attempt to cheat the road.

QUESTIONS: Do not be afraid to ask questions. Ask many, but be concise, if possible. Get your information from the station-master or the inspector. The title is marked on his cap.

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Never rely on what the porters tell you; they are very liable to make mistakes.

STARTING: When a train is about to start from an English station, a sound like the ringing of an old-fashioned dinner-bell is heard. This bell is rung when it is time the train should leave, which does not argue at all that the train leaves on time. The railway carriages standing ready to go occasionally belong to a train which should have left perhaps ten minutes earlier. Therefore, never settle yourself for a journey without asking some responsible official if that particular train is for your destination.

LUNCHEON BASKETS: Posted in every carriage can be read notices of the places along the route at which luncheon or tea baskets will be furnished the traveler. By notifying the guard (conductor) a telegram will be sent ahead to any one of these stations, with no expense to the traveler. On the arrival of the train at the station named, a boy will call the name of the order and hand in the basket.

A hot luncheon consists of steak or chop with vegetables, bread, cheese, and butter. Hot luncheons must be ordered at least one hour in advance.

A cold luncheon, consisting of chicken or beef, with ham or tongue, lettuce, bread, cheese, and butter, costs 2/ 6*d.* (two shillings six pence); but if wine, cider, mineral waters, or beer be added,

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then it is 3/ 6*d.*—one shilling extra. Two pence to the boy is the fee for the three-shilling luncheon; a penny is enough for a cheaper order. One luncheon basket usually contains enough food for two persons.

A tea-basket has a pot of tea, bread, butter, and cake, and costs 1/ 6*d.* (one shilling six pence).

These baskets are furnished with Japanese napkins, knives, forks, spoons, plates, and a glass. They are square and flat and easily held on the knees, and, when the luncheon is eaten, are to be put under the seat, from whence they will be removed by the guard at the end of the journey.

Rugs and pillows are also supplied at 6*d.* (six pence) each on all the night express trains.

RAILROAD GUIDES: The Bradshaw and the valuable A. B. C. Guide have been already mentioned (page 53). Other guide-books, giving full particulars about all matter connected with the different railroads, can be obtained at the news-stands of all stations, or at a price varying from one to three pence, according to which road owns the publication. These guides have a clear index on the first page, where the time of departure and the arrival of trains is noted, as well as the cost of all transportation.

The index, with the name of all the stations on the road and the page on which their time-tables are to be found, occupies the first pages of the guide.

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No station nor, indeed, village connected by 'bus with the railroad fails to be recorded.

The London cab-fares to various points of that city from the London terminal are also given in the time-table guide-book, as well as the omnibus lines which connect with the country stations; the price of cheap return tickets issued on market days are noted, and there are clear maps of the country through which the railroad issuing the book passes. The connections with other roads and the junctions are most easy to find by consulting the carefully prepared index.

These railway guides are extremely valuable, and no journey in England should be undertaken without first purchasing one on the station news-stand.

Time-tables such as we have at home are called in England *folders*, and are given without charge. They are, however, not complete, usually giving only the times of the chief express trains.

Illustrated booklets with short descriptions of the interesting points along the various lines can be obtained gratis at any of the London railway offices. The holiday (August) numbers of these books contain a list of desirable lodging-houses in the country districts, their distances from the station, the number of rooms available, and prices. These items are especially valuable to foreigners.

The railroad guide-books of England are much

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easier to read and decipher than our Bullinger, because their index is so much simpler. It is like that of any ordinary book. The connections with branch roads are clearly put and always printed on the pages succeeding the trains on the main line.

ENGLISH TERMS: The ticket agent is called the "booking agent"; to buy a ticket is to "book" for certain places; the baggage car is the "luggage van"; the conductor is called "the guard"; the car is termed the "carriage," and the track the "line." Finally, a trunk is a "box," and the barrow porter the "outside porter."

In buying tickets or labeling luggage to London, it is the habit always to use the name of the terminal to which the tourist is going, instead of requiring that it should be labeled "London."

On the Northwestern the London ticket is bought for Euston and the luggage labeled "Euston." When the porter on a Northwestern Railway station asks you where you are going, he expects you to answer "To Euston."

The term "main line" is much more used than with us. It is to distinguish the principal track from branch roads.

Passengers are forbidden to cross the track. The bridge or the subway must be used in going from one platform to another.

LONDON TERMINALS: The London and Northwestern Railway leaves Euston Station for

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Scotland, Manchester, Liverpool, Birmingham, Ireland via Holyhead.

The Midland leaves St. Pancras for Bedford, Derby, Nottingham, Newcastle, Norwich, Liverpool, and Scotland.

The Great Northern leaves King's Cross for Peterborough, Sheffield, York, Hull, Boston, Lincoln, and Scotland.

The Great Central leaves Mary-le-bone for Leicester, Sheffield, Lincoln, and Scotland.

The Great Western leaves Paddington for Windsor, Oxford, Birmingham, Bristol, Bath, and Wales.

The Great Eastern leaves Liverpool Street, goes to Cambridge, Norwich, Sandringham, and Yarmouth.

The London, Brighton, and South Coast Railway, the Club Express for Paris, leaves the Victoria Station.

The train for Tilbury leaves Fenchurch Street.

The London, Chatham and Dover leaves Charing Cross for Tunbridge, Dover, Folkestone, and Paris.

These trains can be taken at Cannon Street, at London Bridge, Ludgate Hill, Holborn Viaduct, and St. Paul's. But it is well to ask, before boarding the train, at what London stations they will stop. The Southwestern Railway leaves Waterloo for Southampton, Salisbury, Plymouth, and Penzance.

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CAB FARES FROM THE PRINCIPAL STATIONS TO TRAFALGAR SQUARE: The cab fares quoted below are for two persons. Six pence (6*d.*) extra is charged for each additional occupant. From Euston, 1/; from St. Pancras, 1/; from Paddington, 1/ 6*d.*; from Liverpool Street, 1/ 6*d.*; from Charing Cross, 1/; from London Bridge, 1/ 6*d.*; from Victoria, 1/; from Holborn Viaduct, 1/; from Ludgate Hill, 1/; from Fenchurch Street, 1/ 6*d.*; from Waterloo, 1/; from King's Cross, 1/.

Special omnibuses for passengers run on weekdays from Euston to the Charing Cross Station and to Ludgate Hill and the Waterloo stations; also from St. Pancras to Waterloo. The fare is one or two pennies, according to the distance, and is punched on a ticket by the omnibus conductor. There are omnibuses between Bishopsgate and Cannon Street Stations.

The omnibus fares in London are regulated by distances, the cheapest fare being one penny, for which you can ride two miles; for this distance by cab you would pay 1/. There is no difference in price whether you ride inside or on top.

The conductor, who stands at the back of the 'bus, will always promptly answer a question about the direction in which the omnibus is going, for, unfortunately, the signs telling where and through what district the vehicle passes are most confusing, displayed as they are amid a lot of bril-

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liantly colored advertisements with which the omnibus is adorned. It is almost impossible at first glance to be sure one is taking the right 'bus.

To take an omnibus, call out the name of the street to which you wish to go, and the conductor will generally tell you which 'bus to take, in case his own does not go in that direction, saying: "Take the green 'bus, Bayswater," or "Take the red 'bus, Charing Cross." The 'busses thus indicated are painted on the side with the color and the name he mentions to you.

After the fare is paid in a London 'bus, a small ticket is given you, on which the conductor punches the amount received. Do not throw away this ticket, as it frequently happens that while the 'bus is under way and you are going to your destination, an inspector will come on and demand to see all the tickets. The fare must be paid twice if the ticket can not be shown. The whole of London is very thoroughly intersected with omnibus routes.

THE TWO-PENNY TUBE: This is the electric underground railroad, in which the charges are uniformly 2*d.* (two pence). Branches are being built everywhere, and it is being constantly enlarged and is rapidly spreading in all directions in London. The fare is paid before descending to the railroad platforms. The tickets are bought at the ticket-office at the entrance and dropped, as in the

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New York Elevated, into a ticket-chopper's box. There are elevators called lifts, which are large and convenient and take the passengers down to the subway platform.

London has also underground roads, which, tho convenient, are dingy and disagreeable. They run in various directions and connect with suburban roads. They come out into the open air as soon as they leave the crowded city limits. The fare on the London Underground Road is regulated by the distance. There are first, second, and third class carriages, the second being usually preferable. The first is better for ladies, as there are sometimes persons of a rather rough type in the Underground.

LANDING IN LIVERPOOL: The steamships of the Cunard, the White Star, and the Leyland Line from New York, the American Line from Philadelphia, the Dominion Line from Boston and Montreal, the Allan Line from Montreal, and the Cunard Line from Boston, all take those passengers who do not leave the ship at Queenstown to the landing stage at Liverpool. The voyage ends there.

When the traveler has left the ship and is again on land, he can not proceed on his journey until his luggage has been transferred from the ship to the custom-house and there examined by the English government officials. Unlike the same

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proceeding on a New York dock, the trunks and bags are here put in an enclosed space, each under the initial with which it is lettered, and the owners are not admitted until all the baggage has been brought out of the hold.

LANDING IN PLYMOUTH: On landing in Plymouth the passengers go into the waiting-room of the Great Western Station, which is only a step across the street from the landing stage. They wait here until all the luggage has been brought from the tender into the room in which the custom-house officials make the examinations. There is a telegraph office and a ticket-office in this waiting-room, and here through tickets to London can be secured by those who have not procured them before leaving New York.

Those passengers who have taken tickets from New York to London can change them, if so inclined, for a stop-over ticket, and thus be enabled to see something of the lovely country around Plymouth. There is no extra expense attached to this formality.

Passengers buying staterooms on the Hamburg-American Line which cost $80 or over are charged nothing extra for a railroad ticket to London. On the North German Lloyd the tickets are also sold directly through to London. For each of these lines a special train is prepared.

For those whose passage-money is not sufficient

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to warrant the through ticket, the fare from Plymouth to London by the Great Western is 37/ 4*d.*, first class; 23/ 4*d.*, second class; 18/ 8*d.*, third class. All tickets are good for seven days and allow any stops the passenger chooses to make during that interval. As in Liverpool and the other English ports, the custom-house officers usually demand that one trunk at least shall be unlocked and opened for a perfunctory examination.

The special train waits at the Dock Station, at which is the custom-house, for those passengers who go directly through to London. This train runs without stopping to Paddington in four hours and fifty minutes. The passengers who remain in Plymouth or who are going on by other trains will find cabs or porters with hand-carts waiting to take their luggage to the near-by hotels, which are within walking distance up a steep hill and not far from the landing-place. Six pence is usually demanded for each trunk taken outside by the barrow porters.

PLYMOUTH TO LONDON: Those steamers which stop at Plymouth to land passengers for England go quite a distance into the harbor, anchoring inside the breakwater; the distance to go by the tender between the ship and the wharf is very short. The luggage of the first-cabin passengers is piled up at one end of the upper deck on the tender; the effects belonging to the second-

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class passengers are at the other end of the ship. As there is no other security than the owner's watchfulness to prevent a trunk or bag, through some carelessness of the steward, from going to Hamburg or Bremen by mistake, some member of each party of tourists should stand guard while all the pieces of luggage are brought on to the tender and put together in the pile of baggage. There will always be time to spare in which to collect any wayward bag or trunk during the interval absorbed by putting on the mail-bags and doing the necessary business with the liner's officers by those of the agents who board the ship at Plymouth.

Every man his own baggage-master is a rule never to be neglected by the European tourist. There are porters and luggage inspectors in England and on the Continent, but baggage-masters, as the American understands them, have no part in the foreign railroad system.

HOTELS IN PLYMOUTH: The Grand Hotel is the most modern hostelry in Plymouth and has the most agreeable and convenient position. Its prices are those of the average provincial first-class hotel in England, and are here given as an example. Comfortable rooms may be obtained at this hotel from 3/ a day. There is a table-d'hôte luncheon for 3/ 6*d.*, and a very good late dinner cooked in the English fashion for 5/; breakfast can be had from 1/ 6*d.*, according to the orders.

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When asking for a room at any foreign hotel, always state the price you wish to pay (see page 135).

LANDING AT DOVER: The slow ships of the Hamburg-American Line now go to Dover, where they send passengers by special train to London. Dover has been selected because the Channel boats leave here twice every day, and the crossing is the shortest between France and England.

LANDING AT SOUTHAMPTON: The American Line steamships go directly to the dock (pier). All the transatlantic passengers land at the same place, and here the luggage is examined as soon as it is all collected from the ship or tender. The special train stands ready at the dock to convey passengers to London. Arrangements can be made with the railway officials who are on the dock for stop-over tickets and the forwarding of superfluous luggage in advance.

SOUTHAMPTON: The tourist intending to stop in Southampton will find the Southwestern Hotel within five minutes' walk of the dockyard. The porters who go outside the station charge 6*d.* for a small trunk, 1/ for larger pieces, and 3*d.* each for bags carried by hand. Porters, called *outside* porters, with hand-carts, called barrows, are ready to take the luggage, and cabs are always waiting. The cab fare is 1/ anywhere within the mile distance. For travelers making but a few hours' stop

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in Southampton and who are going by train, the Great Western Hotel, which adjoins the station, is most convenient and the food is excellent.

There is steamboat service from Southampton to Havre, to the Channel islands of Jersey and Guernsey, and an almost hourly communication with the Isle of Wight.

The boats for France leave the dock station every twenty-four hours at midnight. There is no extra charge for staterooms. The choice rooms are given to the first applicants. First-class tickets are 20/ 10*d.*; second, 14/ 10*d.*; return, 41/ 8*d.* and 31/ 8*d.* The food on these boats leaves much to be desired.

The boats going to St. Malo make the crossing at night. The hour for leaving depends on the tide. The time consumed in the crossing is eight hours. The boats are small and there are no private staterooms.

There is also service between Southampton and Cherbourg three times each week. First-class tickets, 20/ 10*d.*; second-class, 14/ 10*d.*; return, 34/ 8*d.* and 24/ 8*d.*

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SECTION VIII

ACCOMMODATIONS IN ENGLAND

FOOD IN ENGLAND: A writer in *Blackwood's* (English) *Magazine* says of his native *cuisine:* "If ever prejudice and ignorance were thorough synonyms it is surely in their application to British cookery." The American, with a very delicate palate and to whom certain luxuries of the table are a necessity, will do well either to stay at home or only to visit great cities where it is possible to find expensive restaurants or cooking to suit all tastes. The food in England is extremely simple and everywhere lacks variety. It is much alike in every one of the country towns. The coffee is never good; a wise traveler provides his own. Good coffee, already burned and ground, can be purchased even in a small city, but it is absurdly expensive, the best costing 2/ a pound. The cooks do not know how to brew the beverage properly. It is advisable to buy a small patent French coffee pot, which can be obtained at any English hardware shop, and to make the coffee on the table. In none of the inns or hotels will any objection be offered to supplying the boiling water necessary.

The English palate evidently does not require

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the stimulus of pepper or salt to relish the finely flavored vegetables. They are cooked innocent of added seasoning.

Desserts, which are there called "sweets," are limited to stewed fruit or, in the provincial hotels, to the plainest of puddings or to tarts which are composed of stewed fruit with a covering of pie-crust and baked in a deep dish.

The hotels charging 5/ for the dinner make an attempt to copy the French table-d'hôte; their bill of fare is usually of soup, a fish, and entrée, a roast, a salad, a sweet, bread and cheese, and sometimes coffee. The cooking is in the plainest English style.

The usual dinner found in country hotels for 3/ 6*d.* consists of a roast, sometimes only one kind of meat and sometimes a choice of two, boiled or mashed potatoes, one other vegetable cooked simply in water, a salad dressed without oil, a sweet, or bread and cheese. Chicken is always spoken of as "a fowl," and this same bill of fare serves for luncheon, with the exception of the fact that the meat is then cold and that only one vegetable, usually potatoes, is offered. The luncheon costs 1/ less. Crisp, fresh lettuce is frequently served for luncheon, and foreigners soon learn to eat it with salt, as is the British habit. The bread in England does not please a delicate taste. It is coarse and heavy, but it is always possible to have

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it toasted, and toasting bread is one of the few arts the English cook understands.

Afternoon tea is a meal never neglected in England by the King or by any one of his subjects. No occupation is so mean or so important that between the hours of three or four work does not cease long enough to enable the Englishman to take this refreshment. In addition to the beverage itself, which is habitually very strong and with which a small pot of cream or milk is served, there is a very elastic bill of fare for an English tea. Bread and butter, jam, cake, cold meat, eggs, and fruit in season are all eaten at tea-time.

When living in lodgings, the guest orders or buys all the food for his table. He will find good markets almost everywhere throughout England, and a variety of meat and vegetables. Fruit in the country is abundant and cheap, but let the traveler be warned beforehand that his lodging-house cook is rarely an expert, altho invariably civil and willing. Meat, tho good, is not cheap in England.

Good lodgings commonly cost two and a half guineas a week in the larger and more popular places. Such a lodging consists of a sitting-room, two bedrooms, and the charge includes attendance and cooking. The meals are served in the sitting-room. It is possible to make a much better bargain than the above in the less well-known country places.

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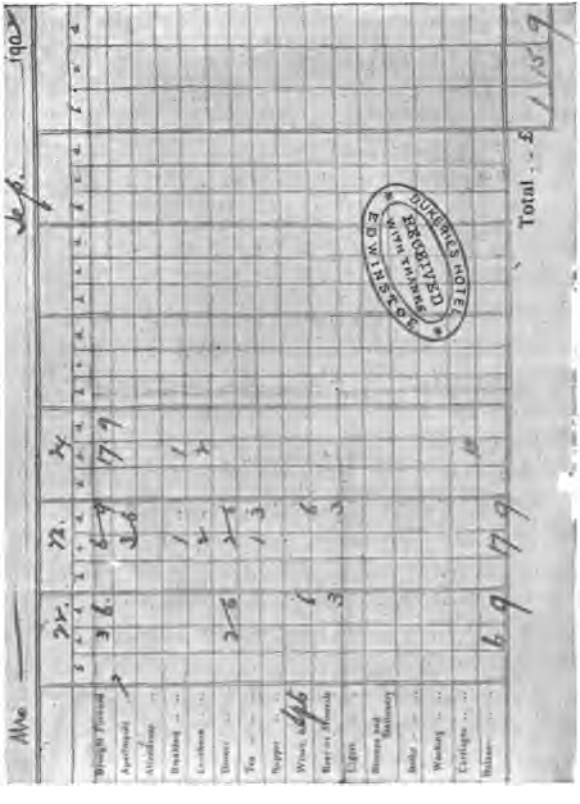

Facsimile of English Hotel Bill

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INNS, COUNTRY HOTELS: The traveler in England is expressly recommended never to take any chances about securing good rooms in country inns or small hotels. A telegram with prepaid return message can be sent for 9*d*. It will be promptly answered should the innkeeper be unable to accommodate him, and if he receives no answer he may be sure he will find himself comfortably housed when he arrives and food prepared for him.

The village inns are often only large enough to accommodate four or five people. The charges are three shillings for a bedroom, and from 2/ 6*d*. (two shillings and six pence) to 3/ 6*d*. for dinner or luncheon.

FEES FOR SERVANTS: Six pence a night is the proper fee for a chambermaid when a single room is occupied. The inn-porter (boots) gets six pence for bringing the luggage up. The same for taking it down. When the meal order does not exceed four shillings, give the waiter six pence. For a party of four he will expect a shilling. Six pence is a fee always received with thanks by any servant unless the extra amount of attendance warrants greater expectations. It is rarely taken with the silent contempt bestowed on twenty-five cents in our own country. The shilling will work magic, but it is for guards on the railway, not for porters, who expect three pence for each piece of

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luggage they handle. A shilling to a headwaiter will be money well invested. The door-porter of an English hotel or country inn is a person worth conciliating. He is a perfect mine of information, and can give the tourist much useful advice when his intelligence is aroused by a shilling.

Those who can afford it will always be more comfortable by engaging a private sitting-room in country inns. Those who are limiting their expenses to $5 a day can not afford this indulgence, unless they are traveling in a party, when the expense will then be so divided among many as to be very immaterial.

Carriages in the country are commonly charged for at the rate of about six pence a mile, with a fee —one penny a mile—to the driver, in proportion to the distance and his own services. Public cabs are called "flys" in the country.

LAUNDRY WORK: Washing is as bad in the country as in the city, and the prices too varied to be quoted. The clothes are either treated with damaging acids or come back gray and still soiled.

GUIDE-BOOKS: Shilling and penny guide-books of all the notable towns, abbeys, castles, and places of interest are sold near the localities which they describe. These little pamphlets are usually very good, and those which cost one shilling very exhaustive. The English railroads publish vacation books, which can be obtained gratis

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at any of the offices of these roads. They are not only charmingly illustrated and give a concise description of the notable sights to be seen along each line, but in some of these books a list is printed of the lodging-houses ready for the accommodation of visitors in different villages along the railroad.

ETIQUETTE FOR ENGLAND: The manners and customs of every country and the tastes and habits of its people are peculiar to the land. It is to enjoy the variety furnished by a different viewpoint that the traveler packs up his bag, gathers together his money, and goes abroad. The American who would not presume to cross the street into a strange house to direct the housekeeping, the New Yorker who allows himself to be buffeted and bullied by all sorts and descriptions of petty officials at home without making any complaint, frequently goes to a foreign land with an ostensible desire to teach the natives of that land how much better are his tastes and ideas. It is the mission of no man to reform a country in six weeks, and the otherwise intelligent but untraveled citizen of the United States can go abroad certain that the natives of whatever country he visits will listen to the recitation of the good things he has at home with patience and courtesy, but not with envy. He is making himself ridiculous without altering matters in the least. The Europeans must like the food they eat, as well as the cold

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houses they live in, and enjoy what the American dubs "discomfort," or long ago they would have renounced each and all of these things.

This Handbook is an endeavor to make travelers acquainted with the conditions and food peculiar to each country. After carefully reading the descriptions here set down, if the prospect of unbearable deprivation alarms you, do not leave your hearth and home, your comforts and your accustomed food, to go forth in the world to be miserable yourself and to spoil the pleasure of every one who has the misfortune to sit at table with you in a foreign land.

Uniform courtesy prevails in England. Even if the answer to a question be in the negative, a servant thanks you for the reply. For instance: The housemaid: "Would you like a fire?" Guest: "Not yet, thank you." The housemaid: "Thank you." While the English lady rarely holds confidential converse with her maid or with others in her employ, but confines her communications to giving orders, she is punctilious to preface a request with the word "please," and then to thank politely all who render her a service. On entering a shop the purchaser greets the saleswoman politely and wishes her good-day upon leaving. Superfluous energy is quite out of place in the British Isles. The tourist should never expect to find that any tradesman hastens a piece of work.

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Every business, even that of transportation, is conducted in the most leisurely manner. The small matters of daily life are not made affairs of vital importance. Holidays are plenty. Each English town has in the course of the week one "Early Closing Day." It varies in various places. The tourist should be careful to inform himself on this point if he has but one day to give to any interesting locality from which he wishes to take souvenirs or photographs. On an early closing day promptly at two o'clock every shop, even the chemist's, is locked up, and, if purchases are left until the last moment, there is no chance to make them. Ladies in England are never seen in the street without gloves. Full evening toilet is required at the theater and opera, and it is perfectly proper to dine at a first-class restaurant in a low gown. Gentlemen must wear frock coats for calling, and with such a coat only a high hat is permissible. They wear evening dress at theater or opera.

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SECTION IX

TRAVELING ON THE CONTINENT

LANDING IN FRANCE: The steamers of the Compagnie Générale Transatlantique, known as the French Line, go to Havre, where the passengers are landed at the company's dock. Tickets are sold on this line either to Havre only or to Paris. In the latter case the price of a first-class railroad is added to the passage money. No stop-over is allowed by these tickets. If the passenger wishes to break the journey between Havre and Paris he must buy local tickets in Havre.

CUSTOM-HOUSE REGULATIONS: The hand luggage only of those passengers who are going direct to Paris is examined at the above ports. The heavy pieces are sent on to be opened by the owners at the Douane (custom-house) in the Paris station. The passengers who do not proceed immediately to Paris have the examination made as soon as they land.

CUSTOMS: The only dutiable articles in France are matches, tea, tobacco, and spirits. Any one of these, except in very small quantities, will be promptly confiscated.

PORTERS' FEES: The porters in attendance at the landing expect 50 centimes for each piece of

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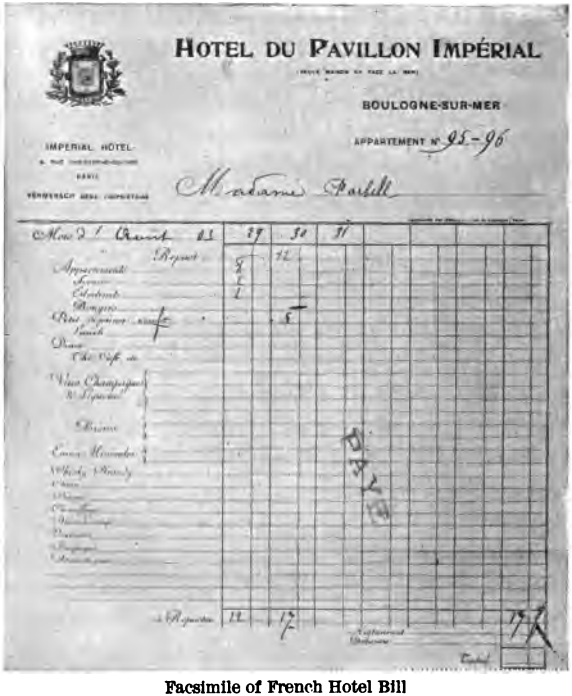
heavy hand luggage which they carry to the train. If a porter loads himself down with half a dozen small bags and bundles, give him a franc.


HOTEL DU PAVILLON IMPÉRIAL

BOULOGNE-SUR-MER

IMPERIAL HOTEL

APPARTEMENT N° 95-96

Madame Parell

Facsimile of French Hotel Bill

CHERBOURG TO BOULOGNE : The steamers making a stop at Cherbourg (page 21) waste no time in docking. They anchor near the entrance

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to the harbor and send the passengers ashore by tender, and resume their voyage as soon as possible. At Boulogne (page 21) the steamers likewise stop some distance from the pier. The agents

Wagon Lits; French Sleeping Berths

of the steamship lines who are waiting on the dock will arrange, if requested, for stop-over tickets.

SLEEPING-CARS: The steamships frequently make the landing at French ports late in the evening. In that case sleeping-cars or *coupé lits*

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(page 141) are attached to the special train. Make an effort to board the car as soon as possible. Then bestow a franc on the porter at once and make him give you a desirable berth—which privilege is in his power. The sleeping-car tickets are 10 francs a night in excess of the regular fare. The agent of the steamship company is supposed to

Coupé Lits, by Night

assign the berths and to arrange for the comfort of the passengers, but when a ship is crowded he is so besieged by travelers that the porter is a more useful friend to cultivate.

THE WAGON LITS AND THE COUPÉ LITS TOILETTE are used on the French roads for passengers who wish to travel at night in comfort. The *wagon lits* are sleeping-cars with the berths arranged in the stateroom which are connected by

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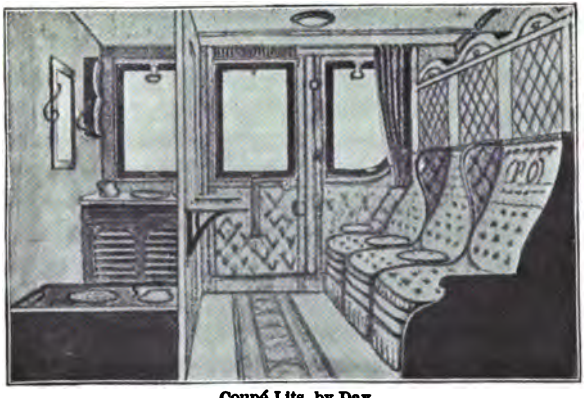
a corridor. The price is 6 to 10 francs extra for every 250 kilometers in addition to a first-class ticket (page 141).

The *coupé lits* are less expensive and not as comfortable, but they must be taken on those roads which supply no sleeping-cars. Each is provided



Coupé Lits, by Day

with a sort of extension to every seat, so that the occupant can stretch across the car and put his head on one seat and his feet on the other, and yet have a rest for his body between. No beds are made up. The traveler must rely on his own rugs for warmth, and if there are other persons in the compartment, which will hold four passengers, they are obliged to disturb him every time they get in or out.

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DINING-CARS (VOITURES RESTAURANTS): If the journey between the seaport and Paris is made by day, a *Voiture Restaurant* is attached to the train. The meals are served *à la table d'hôte;* and the charges for luncheon (*déjeuner*) are: first-class, 3 francs 50 centimes; second-class, 2 francs 25 centimes. Dinner, first-class, 5 francs; second-class, 3 francs 50 centimes. When a train is crowded the places in the dining-car must be engaged in advance by notifying the conductor, who then calls the passenger when it is time to enter the car.

RAILWAY CARRIAGES: The trains in France are being constantly improved. The older carriages suffer from an epidemic of flattened wheels. The newer cars run smoother. These are built with corridors, and are heavier, steadier, and in many cases luxurious. On some of the fast express trains there is no perceptible difference between the first and second class carriages.

While second class is extensively patronized by travelers of the best sort, third class is not advised, as in England, unless to a gay party of young people who choose for a lark to enjoy the experience and to fill an entire compartment. Excursion trains and Sunday travel is to be avoided, except for those who are willing to purchase first-class tickets.

If a request is sent to any railway station, a

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CONTROLE : Le Voyageur est instamment prié de jeter cette note dans la boîte de Contrôle de la Voiture.

Cie INTERNATIONALE DES WAGONS-LITS
et des Grands Express Européens

LIGNE _____

VOITURES-RESTAURANTS

Note No ~~167357~~

	Café ou Thé avec pain et beurre à		
	Déjeuners à		
3	Dîners à Gallmeers	12	25
	Date 11/8 TOTAL	13	25

Les Voyageurs peuvent, s'ils le désirent, adresser leurs réclamations à la Direction, 61, Boulevard, Haussmann, Paris

Facsimile of Bill, Voitures-Restaurants (Dining-Car)

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carriage will be reserved for the holder of six tickets.

A franc judiciously bestowed upon a conductor will protect any party from being molested, and this fee will make it possible for them to be alone in a *coupé* unless the train is overcrowded.

REFRESHMENTS: Buffets are in all the large stations, and boys carry trays of sandwiches along the platform to sell to hungry passengers. On some roads, like that between Brittany and Paris, the English luncheon-basket has been introduced, yet I here advise all travelers on the Continent to be always provided with a box of *chocolat de voyage* and a few simple biscuits. No one has ever journeyed in Europe without sooner or later being in sore need of these sustaining and nourishing refreshments.

RAILROADS IN FRANCE: The French railroads are all under government control. The fares per English mile are 18 centimes, which is 3¾ American cents, for first class; 12 centimes, which is 2¾ American cents, for second class; and 8 centimes, which is 1¾ American cents, for third class fares. Any ticket costing over ten francs is subject to a tax of ten per cent. Return tickets are issued at a reduction of from twenty to twenty-five per cent.

BUYING RAILROAD TICKETS: In the large stations throughout France tickets are sold in the

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hall of the station. For different branches of the line the passenger goes to different offices in the same hall. The names of the different routes are posted outside of these offices. First, second, and third class tickets are all bought at the same window (*guichet*). The following French phrases

4e Itinéraire

PARIS — DREUX — BRIOUZE — BAGNOLES-TESSÉ-LA-MADELEINE — GRANVILLE (*) (4) — AVRANCHES — PONTORSON — LE MONT SAINT-MICHEL — DOL — SAINT-MALO-SAINT-SERVAN (*) (5) (PARAME) — DINARD (5) — DINAN (LANRALLE ou SAINT-BRIEUC (7), moyennant supplément) — RENNES — VITRE — FOUGERES — LAVAL — LE MANS — CHARTRES — RAMBOUILLET — PARIS.

1re CLASSE, 80 fr. — 2me CLASSE, 60 fr.

Route of Tourist Ticket in France

will help the foreigner who is purchasing tickets at a French station: One first-class ticket to London, *Un Premier, Londres.* Two return tickets for Bordeaux, second-class, *Deux Second, Retour, Bordeaux.* A longer and more careful wording of the phrase is neither necessary nor customary.

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While not desiring in any way to mingle the study of languages with my suggestions for railway lore in France, I wish to remind my readers that French is preeminently a language of genders, and a "billet" is a very masculine noun. A broad smile stole over the faces of a long line waiting at the guichet in Tours when an Englishman loudly and pompously demanded "*Une première classe.*" He did not suspect that he was asking for a whole section of the train.

When the ticket has been bought the baggage must be weighed (page 127). The ticket is then shown to the official at the gate to the platform (*quai* or *perron*). He punches it, and the conductor looks at it before the train starts. At the entrance to the platform are machines, at which, by dropping 10 centimes in the slot, tickets to the "perron" can be procured. This manner of getting among the passengers rushing into a train at a crowded way station is used with great success to their own advantage by the many pickpockets who infest these places. They are not so common at the terminals. There the passengers fill up the trains by degrees. It is in the rush at junctions and at way stations that the tourist must hold fast to the purse and his ticket. If a ticket is lost it must be paid for a second time before the traveler can pass the *barrière* and leave the station. A receipt will be given him for the money, and if the

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ticket is found it will be, after endless red tape, refunded. Upon each ticket the price is printed. At these way stations the conductor rarely asks to see the tickets. Trains in the provinces are apt to be crowded. Always try to secure the services of a porter instead of relying on your own ability to find a seat.

TRAINS: *Les Rapides* answer to our Limited and have only first-class carriages. *Les Trains Expres* have first and second class only. The express trains fly along at a rate which is frequently very disagreeable. If possible, sit with your back to the engine, and thus insure freedom from drafts and dust. Avoid a carriage in which there are families with children. Round-trip tickets are a delightful institution in France. By means of these the traveler can at reduced rates see a wide extent of the country in going and returning from any stated locality. In the *Indicateur* are printed maps of tours of this sort, with the prices noted for first and second class fares (page 125).

LUGGAGE: Only sixty-six pounds of luggage are allowed free of charge on the French railroads, and, if the tourist is on any train crossing the frontier into another country, fifty-five pounds alone are permitted him, while 10 centimes in addition are charged for the registration fee. After the railroad ticket has been bought, the porter,

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who meanwhile has been weighing the trunks, gives a piece of paper with the weight inscribed upon it to the clerk at the ticket-office, who writes down the excess in weight. The passenger then pays his dues and receives the receipt, which answers to the American check, and which must be preserved in order that at the end of the journey he may claim his trunks. This process of checking is called registering the luggage, "enregistrer les baggages."

After the ticket and the slip for the luggage have been obtained, the porter wheels the trunks around to the gate of the platform, where both the slips and tickets must be shown to the official in charge. The traveler should himself see the trunks put into the luggage-car. In France this car is placed next to the locomotive. Fee the porter after he has accompanied you to your car—25 centimes for each piece of any size, as trunks, boxes, or large valises. The receipt for the luggage is a very flimsy slip of paper, easily lost, and should be carefully put away with the ticket. At the upper right-hand corner of this paper a number is printed in blue, which is the number of the label which is pasted on all the pieces of luggage for which the receipt is given. Scrawled below in pencil are the number of trunks, the weight, and the price paid. Make a careful note of the number of this *bulletin*. This precaution will save

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a great deal of trouble and enable a traveler to identify the luggage at once if the receipt goes astray. In France it is not absolutely important to watch the trunks, as in England. After carefully seeing them put into the luggage-car, their owner can be fairly sure that they will arrive when he does. If he does not present his receipt for them at the termination of his journey, they will be placed in storage, "en consigne," until he calls for them.

The charge of 10 centimes is made for one or two packages, 5 centimes for each additional package. If packages are sent to a station to be held "en consigne," a receipt must be obtained bearing the printed number which is pasted on each one of the trunks; without this receipt the luggage cannot be reclaimed when it is wanted.

THE PARIS CUSTOM HOUSE (DOUANE): Trunks are examined in Paris as quickly as possible. The public is not always shut out from the custom-house. If a porter is secured at once he will collect the trunks as speedily as any American, especially if he is given a little help by having the pieces pointed out by the owner. Give him the luggage register in order to present to the custom-house official as soon as all the trunks are there. While waiting for the luggage to be examined, secure a cab and put into it the hand luggage. Ask for the tariff card (pages 131, 132)

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which all Paris cabmen present their patrons; this card is useful for purposes of identification. The things put in the cab can be then intrusted to the cabman's care, who will remove his vehicle from the ranks of the disengaged and wait for his customer. If the luggage be light, select a *fiacre*—the small, open vehicle must popular in Paris; for heavy trunks a *voiture a gallerie* will be needed. This is a closed carriage with a place for trunks on the top. Four or more persons with heavy luggage should telegraph ahead for an omnibus. By notifying the conductor of the train a telegram, without additional expense, will be sent for this purpose.

CABS: The cab fare in Paris is 1 franc 50 centimes for a course, that is, going from the railroad station to a residence without stopping. Cabmen are troublesome if asked to go long distances or into the unfrequented localities where they are unlikely to easily pick up a fare for a return trip, but they are readily conciliated by the promise of an extra gratuity (*pourboire*). The usual fee is 25 centimes over the fixed cab rate. As these poor cabmen are obliged to turn into the treasury of the company for which they drive a sum rather disproportionate to the possibility of their earnings each day, it is quite easy to understand why they object to very long routes.

The *voiture a gallerie* has the same tariff as the open fiacre, 20 centimes extra for each piece of

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Mlle MERMET

52, Boulevard Victor - Hugo — Clichy

5778

Conserver ce numéro en cas de réclamations qui devront, s'il y a lieu être adressées à M. le Préfet de Police.

VOITURE DE PLACE A 2 PLACES

TARIF MAXIMUM DANS L'INTERIEUR DE PARIS

De 6 h. du matin en été,
De 7 h. du matin en hiver,
à minuit 30 minutes
La Course. 1 fr. 50
L'Heure.... 2 fr. ,,

De minuit 30 minutes
à 6 heures du matin en été
et à 7 h. du matin en hiver
La Course. 2 fr. 25
L'Heure.... 2 fr. 50

TARIF MAXIMUM AU-DELA DES FORTIFICATIONS

Bois de Boulogne, Bois de Vincennes, Arcueil, Aubervilliers, Bagneux, Bagnolet, Boulogne, Charenton, Clichy, Gentilly, Issy, Ivry, Les Lilas, Les Prés-Saint-Gervais, Levallois-Perret, Malakoff, Montreuil, Montrouge, Neuilly, Pantin, Romainville, St-Denis, St-Mandé, St-Maurice, St-Ouen, Vanves, Villejuif, Vincennes.

(*Traiter de grê a grê pour les autres destinations*)

de 6 h. du matin à minuit en été (1er avril au 30 septembre)
de 6 h. du matin à 10 h. du soir en hiver (1er octob. au 31 mars)

Lorsque le voyageur
rentrera dans Paris avec
la voiture
L'Heure.. 2 fr. 50

Lorsque le voyageur
laissera la voiture hors
des fortifications
Indemnité de retour **1 f.**

VOITURE PRISE HORS DES FORTIFICATIONS POUR PARIS

L'Heure..... 2 fr.

BAGAGES : 1 colis, 25 c. ; 2 colis, 50 c. ; 3 colis et plus, 75 c.

Imp. Pap. L. Hannequin, 54, Avenue de Clichy, Paris

Facsimile of Paris Cab Tariff Card

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EXTRAITS DES RÉGLEMENTS

1° Les cochers devront remettre spontanément un bulletin indicatif du numéro et du tarif de leur voiture à la personne qui vient d'y monter.

2° Les cochers seront tenus de conduire à la course ou à l'heure à la demande des voyageurs.

Si le voyageur monté dans la voiture n'a pas fait connaître au cocher s'il est pris à l'heure ou à la course, ce dernier devra demander à son client le genre de travail qu'il compte lui imposer. — Les cochers loués pour un genre de travail non prévu par le tarif réglementaire devront spontanément informer les voyageurs qu'ils doivent traiter de gré à gré, faute de quoi le cocher est présumé avoir accepté de marcher au tarif. — En cas d'accident empêchant absolument la voiture de continuer sa route, le cocher n'a droit à aucune rétribution. Mais si la voiture a été prise à l'heure le temps écoulé est dû par le voyageur.

3° Les cochers peuvent se faire payer le travail précédemment exécuté lorsque les voyageurs descendent à l'entrée des établissements où il est notoire qu'il existe plusieurs issues; mais les voyageurs pourront conserver la voiture s'ils remettent au cocher, à titre d'arrhes, le prix d'une heure à courir. Le cocher pris à l'heure et qui n'aura accompli qu'une partie du travail ne pourra exiger, comme arrhes, que le prix de l'heure en cours.

4° Les cochers devront marcher aux prix et conditions du tarif: 1° aux stations; 2° sur la voie publique, lorsqu'ils auront répondu à l'appel du voyageur.

5° Les cochers ne sont pas tenus d'admettre plus de voyageurs qu'il n'y a de places dans l'intérieur de la voiture. Dans les voitures à strapontin, le cocher ne pourra refuser d'accepter trois voyageurs.

Les cochers peuvent s'opposer à ce que des animaux montent avec les voyageurs dans la voiture; mais s'ils les ont acceptés, ils devront marcher.

6° Toute impolitesse, tout acte de grossièreté ou de brutalité de la part des cochers seront sévèrement réprimés.

7° Les cochers de voitures dépourvues de galeries ne sont pas tenus de prendre des bagages autres que ceux portés à la main; chargés avec leur consentement, ils n'auront plus le droit de se refuser à les transporter (Art. 83). Les cochers peuvent refuser de charger des bagages susceptibles de salir ou de détériorer la voiture.

8° Lorsque le temps employé pour le déplacement du cocher et l'attente du voyageur au lieu de chargement excède 15 minutes, le tarif à l'heure est appliqué à partir du moment où la voiture a été louée.

9° Le cocher qui se rend au lieu de chargement et n'est pas occupé, a droit à la moitié d'une course si le temps employé pour le déplacement et l'attente ne dépasse pas un quart d'heure; le prix entier d'une course si le temps excède 15 minutes.

10° Lorsqu'un cocher est requis de s'arrêter en route ou de changer l'itinéraire le plus direct, l'heure est due. Toutefois le cocher, quoique pris à la course est tenu de laisser monter ou descendre un voyageur en route.

11° Après 10 heures du soir en hiver et minuit en été, les cochers ne sont pas tenus de franchir les fortifications.

Réclamer, s'il y a lieu, le livret de la voiture contenant les règlements et les tarifs en vigueur

Reverse Side of Paris Cab Tariff Card

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baggage carried outside. An omnibus costs, with luggage, 6 francs for six persons by day, 7 francs at night, 1 franc extra for every stop on the direct route, 2 francs 50 centimes for *à détour*—that means, stopping at some place not on the direct line of travel.

THE PARIS TERMINALS: The trains from Boulogne, Calais, and the North arrive at the *Gare du Nord.* This station is about two miles from the Rue Scribe, where the Grand Opera-house is situated. This locality is considered the center of Paris. The trains from Havre, Dieppe, and Cherbourg come into the *Gare St. Lazare.* This station is within ten minutes of the Opera-house. The *Gare de Lyon.* Trains go from here to the south of France, to Switzerland, and to Italy. It is at the extreme end of Paris, and is about one-half or three-quarters of an hour by cab from the Opera-house. *Gare Mont-parnasse.* From this station the trains go to Brittany, and the nearer suburban trains for Sèvres and Versailles also start from this station, which is on the left bank of the Seine and is half an hour by cab from the Opera-house. The new *Gare d'Orléans* is on the Quai d'Orsay, and from it all the lines to Orléans, Bordeaux, the Pyrenees, and Spain take their departure. It is a quarter of an hour by cab from the Grand Opera-house. Throughout France the best place to buy newspapers is at the railroad

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stations, where the English as well as the French newspapers are sold.

TELEGRAMS: In France each large railroad station is provided with a telegraph bureau. Telegrams can also be sent from the local post-office. A cable to the United States costs one franc for each word, inclusive of address and signature. To England, each word costs 20 centimes. Telegrams sent to any part of France cost 50 centimes for ten words or less, and 5 centimes for every additional word.

POSTAL REGULATIONS: Letters of ordinary weight to foreign countries cost 25 centimes. Letters throughout France require 15 centime stamps. Registered letters cost 25 centimes in addition to the stamp. Registered packages must be sealed with wax on four sides. Only small packages can be sent through the post-offices, but France has a Parcels Post system (*Colis Postales*), by which large packages can be sent with much greater expedition than by the railroad express (*Grande Vitesse*). The offices at which these packages can be forwarded are indicated by the sign, *Colis Postales*, in a prominent position at the entrances.

Postage-stamps are sold at the tobacco shops. To ask for stamps in the vernacular, say, "*Un, à vingt-cinq*," one at 25 centimes. "*Deux, à quinze*," two at 15 centimes. The post-boxes are placed outside the post-offices. On the city streets

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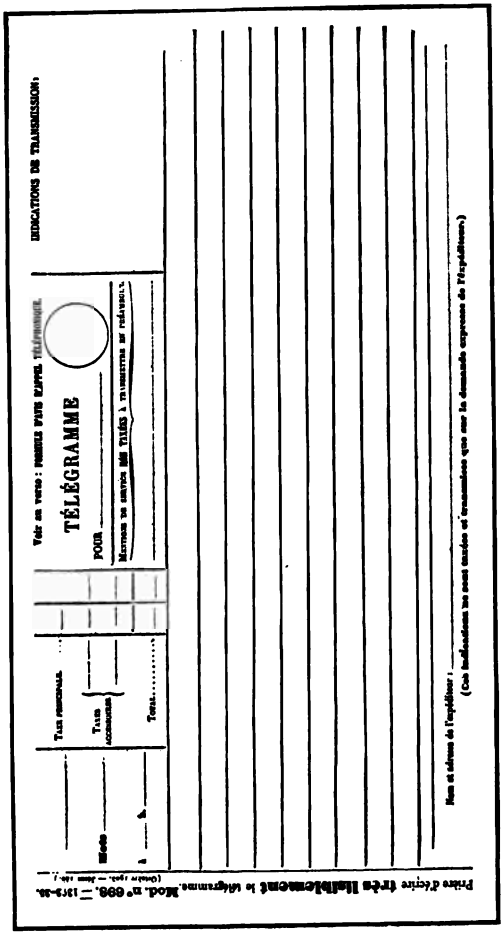
Voir au verso : PORTES PAYÉS RAPPEL TÉLÉPHONIQUE.

TÉLÉGRAMME

POUR

Mettre au service des Télégr. à transmettre au réseau

INDICATIONS DE TRANSMISSION :

Taxe personnel

Taxes accessoires

Total

Reçu

Prière d'écrire très lisiblement le télégramme. Mod. n° 698. — 1873-88.

Nom et adresse de l'expéditeur :

(Ces indications ne sont toutes et n'exigées que sur la demande expresse de l'expéditeur.)

Facsimile of French Telegram Blank

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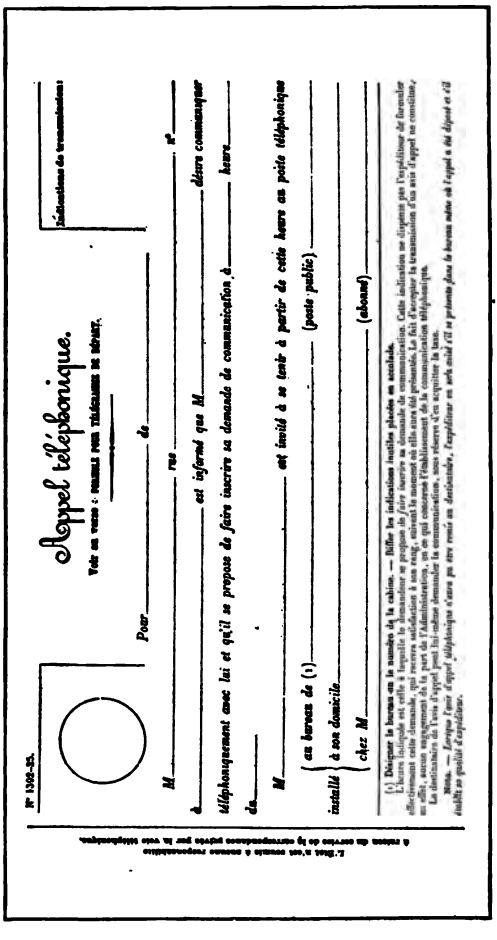

N° 1303-25.

Appel téléphonique.

Voir au verso : renseignements téléphoniques de service.

Indications de transmission :

Pour _____ de _____

M _____ rue _____ n° _____

a _____ est informé que M _____ désire communiquer

téléphoniquement avec lui et qu'il se propose de faire inscrire sa demande de communication, à _____ heure _____

de _____

M _____ est invité à se tenir à partir de cette heure au poste téléphonique

installé { au bureau de (1) _____ (poste public) _____
à son domicile _____
chez M _____ (abonné) _____

(1) Désigner le bureau ou le numéro de la cabine. — Biffer les indications inutiles ainsi que les mots en parenthèse.

L'heure indiquée est celle à laquelle le demandeur se propose de faire inscrire sa demande de communication. Cette indication ne dispense pas l'expéditeur de formuler ultérieurement cette demande, qui recevra satisfaction à son rang, suivant le moment où elle aura été présentée. Le fait d'occuper la transmission d'un avis d'appel ne constitue, en elle, aucun engagement de la part de l'Administration, ou de quiconque l'établissement de la communication téléphonique.

Le destinataire de l'avis d'appel peut lui-même demander la communication, sous réserve d'en acquitter la taxe.

Nota. — *Lorsque l'avis d'appel téléphonique n'aura pu être remis au destinataire, l'expéditeur en sera avisé s'il a prétendu faire le bureau même où l'appel a été déposé ou s'il réclame au guichet d'expédition.*

L'Etat n'est tenu à aucune responsabilité à raison du service de la correspondance privée par la voie téléphonique.

Facsimile of French Telegram Blank (Reverse)

Digitized by Google

one is pretty sure to be found not far from a tobacco shop.

LETTERS AND POSTAGE IN FRANCE: A *Mandat de Poste* answers to our money order. Under 20 francs the charge is 5 centimes for sending 5 francs; to send between 20 and 50 francs costs 25 centimes; for 50 to 100 francs one pays 50 centimes; for 100 to 300 francs, 75 centimes; 300 to 500 francs, 1 franc. By paying an extra 10 centimes the money sent will be taken and delivered at the residence or shop to which it is directed. Otherwise it will be sent to the post-office of the town indicated. The traveler, when being notified, will then go to the post-office and be identified before payment is made.

HOTELS: On entering a hotel in France, tell the price you wish to pay for your room. In the *Guide Joanne* the names are given of all the reputable hotels in every French town, together with the prices charged for rooms and food. Baedeker has a similar list of those in cities. In every French hotel there is some individual who, after a fashion, speaks English. If you intend spending several days in the same place, make your arrangements to pay *en pension*, in which the price of the meals and the room are included. The charge per day *en pension* is from 6 to 14 francs, according to the size of the hotel and of the locality, whether it be in a small country town or in Paris.

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Throughout France will be found pensions, which are boarding-houses or apartments into which boarders are received. These are very varied in their excellence, therefore great caution is advised in selecting a residence in a private *Pension de Famille*, as they are called. The French are a shrewd, thrifty race. Some of the individuals who engage in the practise of taking boarders are most unscrupulous, and the American may find a cheap pension very dear in the end, as well as a place much easier to get into than to leave with comfort. The door porter, the baggage porter, the chambermaid, and the waiter in a French hotel are all entitled to a fee which may range anywhere from 50 centimes to 4 francs, according to the time spent in the hotel and the services rendered. For a stay of only one week, one franc is the legitimate fee for chambermaid and waiter from whom no extra service has been demanded. If the porter has cleaned the shoes he also should have a franc. If he has only carried hand luggage to the rooms, 50 centimes will be enough.

GUIDE-BOOKS: The most useful guide-books for France are the *Guides Joannes*, published by Hachette. They are published in editions which embrace the towns and cities of an entire large district, like Normandy or Brittany, or paper-covered volumes in which only one city and the immediate vicinity are described. An edition in

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small print on thin paper, entitled *Guide Diamant*, is of a convenient size for the pocket. There is an English translation of these books called the Little Guides. The various railroads sell illustrated guide-books with time-tables and concise descriptions of the most attractive spots along their lines, but these books do not mention hotels or prices. They are all published by the railroad companies and can be bought at any large station for 30 centimes. The *Indicateur des Chemins de Fer*, by Chaix, Rue Bergère 29, are the official time-tables published once a week; price, one franc. This house publishes also local time-tables called Livrets Chaix. They are sold for a few sous at the railroad stations. The price varies with the size. The information and time-tables in the Livrets are clear to the veriest novice.

THE PARIS OMNIBUS: A uniform fare is charged on all the Paris omnibuses, no matter how long the ride. The fare is 15 centimes outside (*à l'Impériale*) and 30 inside (*à l'Interieur*), unless a transfer (*correspondance*) is desired, in which case 30 centimes must be paid, no matter in what part of the omnibus the passenger is seated. With a transfer the whole of Paris can be traversed for six sous. Only a certain number of passengers are allowed on each omnibus. There is standing room for two persons on the platform. Every one else must be seated. When the sign "*Complet*"

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is hung out it indicates that all the places are occupied and that no more passengers will be taken on.

To prevent disorder and to enforce the rule of first come first served, a system of numbered tickets has been devised. At the waiting-rooms, the halting-places of the omnibuses throughout the city, these tickets of different colors for the different omnibuses are given to the waiting passengers or taken from a box marked with the name of the desired vehicle. A man stands on the street, and, as the wished-for conveyance arrives at the station, he calls the numbers in succession and the *privileged* holders thereof get whatever seats are vacant. If the places are filled before your number is called you must wait for the next omnibus to come up. The tramways have the same methods.

BETWEEN HAVRE AND ROUEN: For the transatlantic traveler who disembarks at Havre, the trip by boat on the Seine to Rouen is earnestly counseled. Small boats with comfortable deck room and fair restaurant make this trip through highly picturesque Normandy scenery in seven hours. The fare is, first-class, 6 francs; second-class, 4 francs. Only first-class passengers can occupy the upper deck. There are other boats which continue the journey on to Paris, and, altho it is an agreeable trip, the choice views lie between

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Rouen and Havre. Those who do not care to take this latter end of the journey by boat can go by train to Paris.

PRICES OF RAILWAY TICKETS BETWEEN TRANSATLANTIC SEAPORTS AND PARIS: Havre: first-class, 25 francs 55 centimes; second-class, 17 francs 25 centimes. Time by *Trains Rapides*, five hours; by express trains, six hours (see *Indicateur*, page 26. B). Cherbourg to Paris: first-class, 44 francs 55 centimes; second-class, 28 francs 5 centimes. The journey lasts six hours (see *Indicateur*, page 36. A). Boulogne: first-class, 28 francs 45 centimes; second-class, 19 francs 20 centimes. The journey by the *Rapide* is three hours and twenty minutes; by express, four hours and forty minutes (see *Indicateur*, page 168. A).

FRENCH WORDS FOR TRAVELERS: *Chemin de fer*, railroad; *gare*, railroad station; *guichet*, ticket-office; *billet*, ticket; *la ligne*, track; *entrée*, entrance; *sortie*, exit; *perron*, *quai*, platform; *à droite*, right; *à gauche*, left; *salle d'attente*, waiting-room; *wagon*, *voiture*, car; *en voiture*, all aboard; *descendez*, get out; *montez en wagon*, get in; *pas de place*, there are no seats; *bagage*, baggage; *enregistrer*, check; *mettre en consigne*, to store; *bulletin*, receipt; *chef de gare*, station-master; *conducteur*, conductor; *fumeurs*, for smokers; *dames seules*, ladies alone; *pourboire*, fee.

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LAUNDRY WORK in Paris is beautifully done, but it is neither cheap for the tourist nor are the laundresses averse to the use of strong chemicals for getting out the dirt (page 143).

LANGUAGE OF THE COUNTRY: A few sentences in a foreign tongue, even if these be both ungrammatical and mispronounced, are better than none at all and a display of complete ignorance. Natives of all countries are impelled to take advantage of any one who can not speak to them. Learn a few apt phrases from one of the many conversation-books sold, and the porters, etc., with whom you have dealings, being uncertain of how extended your linguistic attainments may be, will be more cautious in their actions. If you have not the courage to attack a foreign tongue, the next simplest and most satisfactory way to settle difficulties with ticket-agents and cab-drivers is to write the address of the place you wish to reach on a card. Names mispronounced can be easily misunderstood. A written address rarely leads one astray. Altho in Paris almost everything in merchandise, food, and drugs known to the civilized world can be purchased, Americans should be warned that in provincial French towns shopping is quite another matter, and that if the traveler is devoted to any pet remedy in any of the many patent forms of tablet in which drugs are now pleasantly disguised,

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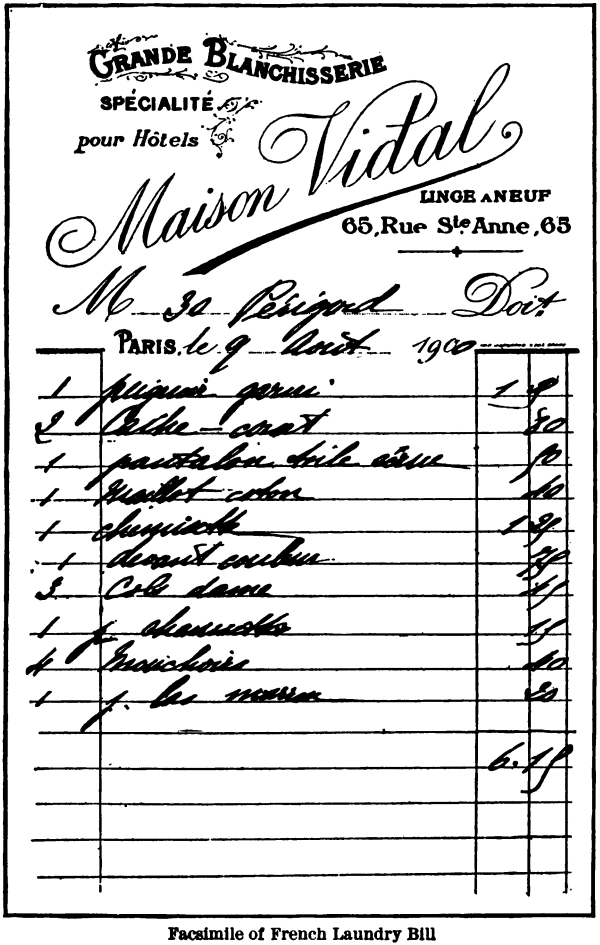

GRANDE BLANCHISSERIE
SPÉCIALITÉ pour Hôtels
Maison Vidal
LINGE A NEUF
65, Rue Ste Anne, 65

M. Jo Périgord Doit

PARIS, le 9 Août 1900

1	peignoir percale	1 f
2	Bidet coat	50
1	pantalon toile écrue	75
1	maillot coton	60
1	chemisette	1 f
1	devant couleur	75
3	Col dame	45
1	f. chemisette	15
4	mouchoirs	60
1	f. les mouch	50
		6. 15

Facsimile of French Laundry Bill

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he must have a supply in his trunk or send to Paris for what he uses.

ETIQUETTE IN FRANCE: There is less complaint than formerly concerning the impertinence of Frenchmen, who are said to insult every woman. It is now suggested that French ways have changed, whereas, in truth, it is the American woman who has learned to travel and to behave as she would at home. If strange young women came to New York, over-dressed, talking noisily, laughing at every one they saw, sauntering along Broadway at unseemly hours, they would find the New Yorkers equally impertinent. Other lands have customs different from our own, and it can not be expected that the stranger who fails to conform to these established forms will meet with proper respect. No young French girl of good family wanders alone in the streets of Paris. If she is walking at all, she dresses very quietly. It is the distinguishing mark of a *lady* to wear gloves. Women should speak quietly and not call out to one another and behave in Paris streets as tho they had just come in from the country to the city for a "little journey in the world." I regret to say that, even in the present enlightened day, some of my countrywomen are loud in their public behavior and are then insulted by the attention they attract. Ignorance of the language and the natural gayety of the young Parisian artizan or street boy sometimes

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cause a foreigner to mistake the harmless intentions of natives and fill quiet young women with fear and dismay. A string of young students stretching across the sidewalk of the Boulevard St. Germain on a windy day accosted two American women with this sentence: "Pray, kind ladies, beg God to stop this wind." One of the girls, who knew not a word of French, turned and fled; the other, half a French woman, joined in the roar of laughter with which the students greeted her companion's dismay. The episode ended there. The Frenchman will talk to anybody, but the percentage of insulting remarks is very small. It is a very bold man, even in France or Italy, who will dare address a woman who both looks and acts like a lady.

Remember always that, because the people around you are speaking a tongue of which you are ignorant, your English may not be to them an utterly unknown language. Be careful not to make personal remarks or to give expression to slurs upon the manners or customs of the country in which you are a guest, and, above all, avoid constant comparison in an audible tone of voice. Think how you would like it at home.

The title "Monsieur" or "Madame" is prefixed to any remark made to a stranger, no matter in what walk of life. The French are emphatically people who make an outward show of courtesy.

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When Madame la Duchesse speaks to the woman who sells newspapers in the kiosk, she addresses her as "Madame," carefully saying "s'il vous plaît" and "merci." Monsieur le Duc does the same to the man from whom he buys his shoes.

It is the custom for men to take off their hats when bowing to one another, and the gentleman on the Continent is allowed the privilege of bowing first to the ladies with whom he is acquainted. On quitting a railroad carriage where there are French men or women who have been courteous to you, bow to them and wish them "Bon jour."

FOOD IN FRANCE: It is the custom in France to take for the first meal in the morning either tea, chocolate, or coffee with boiled milk (*café au lait*); with this is eaten only a roll and fresh butter. An egg is sometimes added, but in small inns even this simple addition is difficult to obtain. This meal is called *Le Café au lait.* The coffee in the hotels is largely mixed with chicory, and consequently not always satisfactory to the American palate. The second meal, *Déjeuner*, is served at any time between eleven and one o'clock. It consists of a course of fish, one of meat, a vegetable served alone—for potatoes are the only vegetable served in France with the meat —a salad, cheese, confitures (preserves), and coffee. This bill of fare (menu) is varied and elaborated, but not materially changed. The din-

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ner is served earlier than in England. The French often partake of this meal at half after five. Tea in the afternoon is not often served, except among fashionable people. Dinner consists of *hors d'œuvres*, sardines, smoked sausage, radishes or something appetizing, a soup, a fish, a fancy dish of meat, a vegetable, a roast with salad, a dessert, and coffee. These courses are served slowly and each dish alone, making the dinner a lengthy affair.

The French understand and enjoy the science of eating, and a glimpse into the cafés frequented by the artizans will reveal even workmen lingering over their simple food and making a dinner last long while they eat and chatter together. There is not even the shadow of a resemblance between the French cooking and the cooking in the true American kitchen, so here is another chance for my countrymen to talk "food." This impulse should be strenuously put aside. The inhabitant of American provincial towns, who is utterly ignorant of any cooking save that done at home, goes to Paris, finds that the waiter does not put ice in the glass unless it is ordered and paid for, tastes no salt in the butter, can not get hot rolls for breakfast, discovers that griddle cakes, hash, and baked beans are unknown even by name, and is then so overwhelmed with this surprising state of affairs that he forgets all the wonders of Paris in

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his anxiety to make every one about him join in his indignant protest against the food. Pack up your little bag, good sir, and go home and relieve the unfortunates who must live in the cheap pension of your private opinions and your tastes.

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SECTION X

TRAVELING IN GERMANY

LANDING IN GERMANY: Passengers going to Germany by the steamships of the North German Lloyd land at Bremerhaven, the seaport of Bremen, and situated about thirty miles from that city. The river Weser, on which Bremen is built, is not deep enough to permit the great liners to ascend as far as the city docks. The Hamburg-American Line is obliged for the same reason to land its passengers at Cuxhaven, about two hours by rail from Hamburg. Both these lines provide special trains from the landing-stage to carry on their patrons as rapidly as possible.

The small luggage is examined as soon as the passengers land. Growing plants can not be taken into Germany. Candy will be confiscated. Tobacco and spirits will be permitted in very limited quantities.

The Hamburg-American Company send the trunks on to Hamburg, there to be examined.

If the passengers of the North German Lloyd arrive at Bremerhaven in the daytime, the trunks are then examined at the wharf, but if the landing is only effected after dark, the trunks will then be

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sent on to the steamship company's baggage-room in Bremen to be examined next morning.

For those tourists who are traveling direct to the German health-resorts, the consolation is offered that these customs examinations can be made, if necessary, as early as half past seven o'clock in the morning, and that no train they would wish to take leaves Bremen before half past nine. The chief railway station, *Haupt Bahnhof*, is within walking distance from the custom-house (*Zoll Amt*), and reliable transfer wagons will be in waiting to convey baggage to this station at the rate of 50 pfennigs a piece. In Hamburg the customs examinations are conducted in the railway station on the arrival of the special train from Cuxhaven. Porters expect 25 pfennigs for a fee if there is but one small trunk to handle, and from 50 pfennigs to one mark if there are more. The custom-house officials, while they have the unbending manner of all German government officers in the discharge of their duty, are uniformly courteous. They are very lenient. Ladies are seldom required to do more than unlock and raise the lid of their trunk. The checks for baggage given by the steamship company in New York must be presented at the custom-house to claim the baggage. A telegraph and cable office is at the landing docks. Those passengers who wish to be sure of rooms at the principal hotels in Hamburg or

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Bremen must not fail to telegraph ahead to secure accommodation. When a full ship comes in these hotels are frequently overcrowded. The writer speaks from sad personal experience.

The rate for a local telegram of ten words or less is 50 pfennigs. Cablegrams cost one mark for each word.

RAILWAY TRAVEL IN NORTH GERMANY: The best railway guide-book published in Germany is "Hendschels Telegraph." It is systematically arranged, easy to decipher, and contains all the time-tables of the German and Austrian railways. It gives the prices of tickets and the distances between stations. This railway guide is published monthly. The first page contains directions for using the book. The following selections from the explanation are translated for the benefit of those travelers who do not read German:

"To find the desired time-tables, spread out the map contained in the guide-book. Follow the line traced from the point at which you intend starting to the desired destination. Notice the number printed at the side of this line. These are the numbers of the pages in the book on which the time-tables you wish to look up are printed. If there is a junction and consequent change of road, the number will be different at different points of the line."

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The accompanying illustration shows a page of the "Telegraph."

The first column to the left contains the distance (in kilometers) of each successive station from the starting-point. In the next column are the names of the different stations along the road. The three last columns toward the right margin give the price of fares, first, second, and third class, calculated in pfennigs—26.70 being 26 marks 70 pfennigs. The intervening columns are the time-tables. At the top of each, mysterious letters are put down together with the train number. These indicate: L. The Luxus Express, answering to the Limited in the United States. This train has dining, sleeping, and first-class carriages only. The fare is an advance of 10 per cent. on the ordinary trains. D. Through trains. On this train all seats are numbered, and cost, in addition to the regular fare: first-class and second-class, 1 mark; and third-class, 50 pfennigs each 150 kilometers. S. Schnellzug, express trains going long distances. E. Eilzug, local express trains. The trains without any accompanying letter are very slow accommodation trains. The letters in the time-tables can be translated: V, forenoon; V =, noon; N, afternoon; N ≡, midnight.

The fare on the ordinary trains in North Germany is: First-class, per kilometer, which answers to five-eighths of an English mile, 9 pfen-

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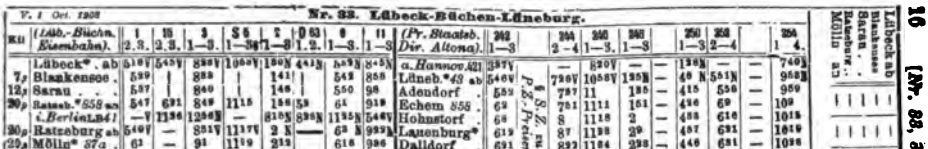
16 [Nr. 33, 34.]



V. 1 Oct. 1908 — Nr. 33. Lübeck-Büchen-Lüneburg.

Km	(Lüb.-Büchn. Eisenbahn).	1 2.3.	15 2.3.	3 1—3.	5 6 1—3	7 1—3	9 63 1.2.	9 1—3.	11 1—3
	Lübeck* . ab	5 18V	5 45V	8 32V	10 50V	1 50N	4 41N	5 59N	8 45N
7,p	Blankensee .	5 29	|	8 22	|	1 41	|	5 42	8 55
12,p	Sarau . . .	5 37	|	8 40	|	1 48	|	5 50	9 8
20,p	Ratzeb.* 658 an	5 47	6 21	8 49	11 15	1 58	5 3	6 1	9 19
	i. Berlin L.B 41	— V	11 36	12 26 N	—	8 10 N	8 30 N	11 35 N	5 46V
20,p	Ratzeburg ab	5 40V	—	8 31V	11 17V	2 N	—	6 3 N	9 22 N
29,p	Mölln* 37a .	6 1	—	9 1	11 19	2 12		6 16	9 36
41,p	Roseburg .	6 16	—	9 16	|	2 27		6 33	9 52
47,p	Büchen 32 an	6 26	—	9 25	11 43	2 36		6 49	10 1
	i. Berlin L.B 55	—	—	12 24 N	—	8 15 N		11 23 N	5 46V
	(Pr. Staatsb. Dir. Altona).	241 2—4		243 1—3.	245 1—3	247 1—4		249 1—4.	251 1—3
47,p	Büchen . ab	6 32V	—	9 27V	11 50V	2 52N		7 9 N	10 4
52,p	Dalldorf .	6 34	—	9 33	11 54	2 7		7 18	10 40
59,p	Lauenburg* .	6 44	—	9 43	12 7	3 19		7 33	10 50
61,p	Hohnstorf .	6 47	—	9 46	12 11	3 23		7 39	10 53
64,p	Echem 858 .	6 52	—	9 52	12 18	3 30		7 35	11
73,p	Adendorf .	7 0	—	10 2	12 29	3 43		7 45	11 11
77,p	Lüneb.* 43 an	7 9	—	10 6	12 36	3 50		7 51	11 17
	i. Hannov. 421	10 36 V	—	12 27 N	3 25 N	7 10 N		11 10 N	1 57V

Fr. Lübeck u. Lüneburg ohne Magnetzeichen.

Km	(Pr. Staatsb. Dir. Altona).	243 1—3		244 2—4	246 1—3.	248 1—3		250 1—3	252 2—4			254 1 4.
	a. Hannov. 421	3 37V		—	8 20V	—	—	1 36 N	—	—		7 40 N
	Lüneb.* 43 ab	5 46V	P. S. Z. ins.	7 20V	10 58V	1 25 N	—	4 0 N	5 51 N	—		9 52 N
	Adendorf .	5 52		7 27	11	1 35	—	4 15	5 56	—		9 59
	Echem 855 .	6 2		7 31	11 11	1 51	—	4 26	6 9	—		10 9
	Hohnstorf	6 8		8	11 18	2	—	4 33	6 16	—		10 15
	Lauenburg*	6 19		8 7	11 33	2 9	—	4 57	6 31	—		10 19
	Dalldorf .	6 31		8 22	11 34	2 23	—	4 46	6 31	—		10 26
	Büchen 32 an	6 37		8 31	11 42	2 32	—	4 54	6 39	—		10 34
	(Lüb.-Büchen Eisenbahn).	2 1—3	15 2.3.	5 6 12 2.3.	4 1—3.	6 1—3	9 64 1.2	8 8 1—3	10 2.3.	12 1—3		8 12 1—3
	a. Berlin L.B 55	11 58 N	—	—	9 1 V	9 50V	—	—	1 37 N	—	—	7 19 N
	Büchen . ab	6 32V	—	8 54V	12 27 N	3 28 N	—	4 37 N	7 9 N	—	—	10 40 N
	Roseburg .	6 43	—	9 6	12 38	3 14	—	|	7 17	—	—	|
	Mölln* 37a	6 53	—	9 24	12 50	3 33	—	5 19	7 32	—	—	11 2
	Ratzeb.* 859 an	7 0	—	9 30	1	3 52	Nm	5 31	7 43	Nm		11 18
	a. Berlin L.B 41	—	11 58 N	—	—	9 30V	1 20	—	1 37 N	5 30		—
	Ratzeburg ab	7 9V	7 40V	9 55V	11 N	3 57 N	4 40	5 33 N	7 45 N	10 32		11 16 N
	Sarau . . .	|	7 53	10 0	19	4 10	|	|	7 54	|		|
	Blankensee .	7 22	8 2	10 21	1 16	4 30	|	|	8 1	|		|
	Lübeck . an	7 32	8 16	10 35	1 25	4 32	5	5 53	8 11	10 47		11 37

Lübeck ab	Lübeck an	Mölln ab
Blankensee	Blankensee	Ratzeburg
Sarau . .	Sarau . .	Sarau . .
Ratzeburg . .	Ratzeburg . .	Blankensee
Mölln an	Mölln an	Lübeck an

Facsimile Railway Time Table (Germany)

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nigs; second-class, 7 pfennigs; third-class, 5 pfennigs. Fifty-five pounds of luggage are allowed free of charge. The charges for luggage in excess of this amount are moderate, except on the South German roads, where no allowance at all is made for luggage and the charges are high. Excess luggage is charged at so much per twenty-two pounds per kilometer (five-eighths English mile).

FOOD IN GERMANY: The old-fashioned peculiarities of the German table have been very much modified. Only in the sanctuary of certain unprogressive houses is it now possible to have potatoes cooked with apples and such delectable dishes offered the innocent stranger. There is good, wholesome food to be found everywhere in abundance. This abundance is the visitor's chief complaint. Meal time seems all the time. Dinner goes on in German restaurants from one o'clock until seven, and a host of people appear to be eating all the time. The chief reason for this lies in the fact that the government offices close at different hours, and the clerks who have partaken of a light luncheon at eleven in the forenoon prefer not to eat their hearty meal until their work is over for the day. Clerks in business houses take dinner at the old-fashioned hour of one o'clock. Their more modern employers dine later. As all the theaters and concerts begin very early, the din-

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ner hour is never so late as with us. The ordinary succession of meals in Germany is as follows: Coffee and rolls in the morning. A light second breakfast at eleven. Dinner between two and three. Coffee at four, a meal which consists of coffee or chocolate and cake, sometimes little sandwiches. Supper at any hour between eight and ten, and a meal capable of a very extended bill of fare. The delicatessen of Germany we all know, but the most noted of these shops in America is but a weak imitation of the glories set forth by one of these most appetizing establishments in the mother country. The bread is everywhere good in Germany, and the meat under strict government supervision. The same is the case with the beer. The coffee does not please the American taste, but it far surpasses what is offered as that beverage in England.

ETIQUETTE: Except in the higher classes, German men are not either courteous or patient with women. In cities like Berlin their gruffness, which really means nothing, is better passed unnoticed. It is not the custom in Germany to enter a shop unless the visitor wishes to make a purchase. On entering the buyer says "Guten Tag," and, on leaving, "Adje." Shopkeepers are very averse to showing their goods and constantly display annoyance, which is exceedingly disagreeable. There is no suavity shown by the Berlin shopkeeper, cab

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driver, or tramcar conductor, altho the latter will very willingly accept a few pfennigs as a fee when he has punched your ticket. The fare on the Berlin trams is regulated by the distance. One mile, 10 pfennigs. The cars only stop at the *Halte Stelle*. Dwellers in Berlin become very expert in jumping on and off cars when in motion. After the seats in the interior are all full, no one is allowed to stand inside. Three passengers are allowed on the back and three on the front platform. The latter is considered one of the most privileged places, and very interesting for strangers visiting Berlin for the first time or making a brief visit to the country.

At the exit of each station a policeman stands ready to hand a brass check to those who desire cabs. The checks are marked first, second class, or *Gepäckdroschke*, a cab which has place on top for luggage. One of these will be assigned the newly arrived traveler, according to his needs.

ARRIVAL IN BERLIN: Every possible precaution is taken to insure order at the Berlin terminals.

First-class cabs will only carry light baggage and no more than three passengers. The tariff is 1 mark 50 pfennigs for two passengers; 1 mark 75 pfennigs for three persons. Second-class cabs charge 85 pfennigs a course; they carry trunks or bags under twenty-three pounds in weight without extra charge free. For any luggage above that

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weight they ask from 25 pfennigs up to fifty-five pounds; 50 pfennigs up to one hundred and ten pounds; and 1 mark for very heavy trunks. The Gepäckdroschke has a rail on top for holding the luggage and places inside for only two people. The fare is the same as that of second-class cabs. These cabs are so much in demand that passengers traveling to Berlin by a crowded train frequently spend 50 pfennigs in telegraphing ahead from the last station to secure one of these conveyances. The train conductor will take charge of the telegram. Berlin has the taxameter cabs, which can be engaged in the same way. There is a Baggage Transfer Company in Berlin, where, on the arrival of trains, the agent will be found at the different stations. The deliveries of this company are made in about the same time as is usual in New York. Beyond the radius of seven miles the luggage is delivered on the day following the receipt of the trunks. The rates of the Transfer Company are posted up in every station.

BERLIN STATIONS: The names of the principal Berlin stations are: The *Lehrte Bahnhof*, trains for Hamburg and Bremen. *Anhalter Bahnhof*, trains for Dresden, Munich, Vienna, and the South. *Potsdamer Bahnhof*, trains for Potsdam, Magdeburg, Cologne. *Stettiner Bahnhof*, trains for Danzic and the North. *Gorlitzer Bahnhof*, trains for Gorlitz and the Southeast.

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POSTAL AND TELEGRAPH REGULATIONS: Germany prides itself justly on having very superior postal arrangements. The stations are numerous and convenient; the facilities for mail of the best and most advanced methods. Foreign letters, 20 pfennigs; local letters, 10 pfennigs; post cards (foreign), 10 pfennigs. Telegrams are received at the post-office.

CABS: Every city in Germany has first- and second-class cabs. Inside of these cabs the tariff card is found conspicuously posted. The taxameter cabs, in which the distance traversed and the fare due is registered by a mechanical contrivance, are recommended to foreigners unacquainted with the language.

GERMAN RAILWAY TERMS: *Zoll amt*, custom-house; *Bahnhof*, railway station; *Eintritt*, entrance; *Warte Saal*, waiting-room; *Fahrkarten*, *billets*, tickets; *Gepäckschein*, baggage-ticket; *Platzkarte*, seat-ticket; *Speise Wagen*, dining-car; *Bahn steig*, or *Perron*, platform; *Geleise*, the tracks; *Schaffner*, conductor; *für Nicht Raucher*, no smoking; *einsteigen*, all aboard; *austeigen*, all out; *Wagon*, car; *Zug*, train; *abgehen*, to leave; *ankommen*, to arrive; *umwechseln*, to change.

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SECTION XI

TRAVELING IN HOLLAND

LANDING IN HOLLAND: The landing of those passengers who are booked for Holland on the Holland-American Line is made at Nilo's dock (time and tide and the uncertainties of the weather permitting), Rynhaven, Rotterdam. The place is a fine stone quay, where cabs and omnibuses are in waiting to convey their customers to the main city on the opposite bank of the river.

The custom examinations are made while the ship is sailing up the river Meuse, called "Maas" in Dutch.

From Rynhaven to the city proper the distance by carriage is as long as from Hoboken to New York. The drive is over a bridge which spans the stream. There are swift little ferries, which are a much more attractive and expeditious means of reaching the town, but these boats have no proper accommodation for heavy luggage, and are therefore only to be recommended to people having simply hand luggage.

The ferry landing is nearly adjoining the Holland-American dock, and boats go every few minutes. The ticket-office for the ferry is a substan-

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tial little booth near the gangplank. The tickets cost, first-class, 5 Dutch cents; they are punched on the way over, and collected as the passenger leaves the boat.

By going over to the city in this manner, a cab or a horse-car can be procured near the landing-side and a most interesting first impression of Rotterdam obtained. The writer prefers the horse-car; to get which one requires but to walk a few

Begin der lijn— Dam
Dam Stationsplein Heuvoor
Dam— Haarlemmerplein
OF OMGEKEERD
GEMEENTETRAM.
Afgegeven, op het aangehaalde traject, tegen betaling van 7½ Cent
S 724
Dit biljet op verlangen te vertoonen.
Y 04897

Facsimile Street Car Ticket (Holland)

steps up the street to the iron post, which proclaims that here is the "Tramweg" halting-place, and there wait until a car marked "Park Hofplan, Beurse," comes along, with the horse trotting away from the direction in which she first walked up the street. This car goes through a very characteristic portion of Rotterdam and past the chief railroad station. The fare is 7½ cents, in exchange for which amount the wayfarer obtains a ticket. If the conductor is given a 10-cent piece and told to

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keep the change, he will not be in the least insulted; on the contrary, 2½ cents will so sharpen his comprehension of the English tongue and assist his memory that he will be sure to stop at the right place.

LANDING AT THE HOOK OF HOLLAND: When, owing to the uncertainties of Channel weather, time is lost and the tide will not permit the big ship to proceed at once up the river, the passengers are landed at the Hook of Holland and sent on by special train to Rotterdam. The baggage is, in this emergency, examined on shore in a room of the railroad station devoted to that purpose, and used for all the ships which stop at the Hook.

RAILROAD STATIONS IN ROTTERDAM: There are three stations in Rotterdam—the Beurs, the Maas, and the Delphisch Plein. This last is somewhat removed from the center of the city, but connects by elevated tracks with the two other stations. From the *Beurs* the trains going throughout Holland take their departure; from the *Maas* the trains start to Germany and Belgium. By changing cars at the *Delphisch Plein*, a passenger leaving the Beurs Station can connect with many of the trains starting from the Maas Station. For an American with American ideas of distance these two stations do not seem very far from one another, but, as the connections vary, it often involves

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a question of delay. Cabs are plenty at all the stations. The tariff is 60 Dutch cents a course for the smaller vehicles seating two persons; 70 cents for the larger cabs. Ten cents is an ample gratuity.

RAILROADS IN HOLLAND: The railway is, in order and regularity, a match for all other things Dutch, Holland being the land where system and good management are always in evidence.

Trains are distinctly placarded with the name of the terminal and chief intermediate stations, "Rotterdam, Amsterdam, via den Haag," etc. Information, which can be accepted as reliable, is freely given by both porters and guards.

The roadbeds are well built. The cars run easily, the carriages are roomy and clean, the officials attentive and intelligent, and the trains are distinctly placarded, and the names of the stations are conspicuous, and there are many porters to answer inquiries. Third-class carriages have seats of wood; they are clean, but mainly used by the peasants. First-class tickets are almost double in price those of the third-class. Second-class cost about a third less. From Rotterdam to Amsterdam the tickets cost: first-class, 3.50 florins; second-class, 2.50 florins; third-class, 1.75 florins. For those tourists who make an extended tour in Holland, it is a wise plan to inquire about the mileage books, sold by the railroads. These

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"kilometer boekjes," sold for 500 kilometers, cost, first-class, 15 florins; second-class, 11.25 florins; and third-class, 7.50 florins. These tickets are good for six months. One thousand kilometer-boekjes are available for one year from date (see page 165).

The ticket-offices are near the entrances to the stations, and the clerks speak and understand either English or German. In case there should be any misunderstanding in many of the larger stations, there is an official interpreter standing about who comes forward to help strangers. The windows of the ticket-offices are never raised; there is an opening at the bottom through which a tray moves in for the money, the ticket and the change being pushed out on it to the purchaser. The clerks, in some mysterious way, without raising the glass, hear all the traveler has to say.

To ask for tickets in Dutch, say: A single ticket to Rotterdam, "Enkele, Eerste Klasse naar Rotterdam"; three return tickets, second-class, to Amsterdam, "Dree Retour Biljets, Tweede Klasse naar Amsterdam"; and so on, varying the numbers as desired. No person is permitted to go on the station platform (perron) without a ticket. In the smaller stations the entrance to the platform is through the waiting-rooms. An official sits at the door going to the platform and punches the tickets. The conductor examines the tickets before

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the train starts, and, if the distance be long, he looks at them occasionally in the course of the journey. The ticket is taken up at the exit (uitgang) of the terminal station. The names of the stations are called clearly and audibly. There can be no danger of being carried past the destination if the tourist knows how the name of the place sounds in Dutch. If he fails to understand, his eyes will help him, for the names of the towns are posted up in very large letters in full view of the carriage windows.

PORTERS: The attendants who fetch the bags and bundles and one trunk into the custom-house and from there to the train expect 25 cents. The transportation of the trunks is usually the business of the steamship company, and the individual pieces of baggage claimed in Rotterdam at the station with the receipt given on the dock in New York.

Porters are numerous, obliging, and satisfied with a small fee. They will carry hand luggage to any hotel within walking distance of a station for 25 cents in Dutch money ($0.12). Luggage in Holland must be registered, and the traveler must pay for every pound he puts in the van. The rate for baggage is 10 cents for twenty-two pounds carried five kilometers, and 15 cents for the same weight carried one hundred kilometers. The railroads are run on Greenwich time. The

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fact that the station clocks are therefore much slower than the town clocks gives a restful feeling of safety to calm American tourists who are characteristically hurrying for a train in reposeful Holland.

Trunks can be sent on in advance to any station in Holland at the regular luggage rates, and will be kept in the baggage-room until claimed. A fixed rate is charged for storage. One package kept twenty-four hours costs 5 cents; for every successive day, 5 cents.

RAILROAD GUIDE-BOOK: The "Nederlandsch Spoorboekje" (page 53) is a compact and comprehensible railway guide-book. The larger edition, sold for 25 cents, has time-tables of the canal and river boats, the prices, destinations, and hours of departure and arrival. The arrangement in this book is clear. An index gives the names of the towns, together with the number of the page on which the corresponding time-table is printed. There are no confusing, mysterious letters or incomprehensible signs. At the back of the book an alphabetical list gives the prices between the chief cities and minor stations. The plan of these pages is very simple: Tickets, first, second, third class, and return, are carefully noted, and enable a traveler to calculate the cost of a whole series of trips.

LANGUAGE: Dutch is one of the modern lan-

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guages not universally cultivated by travelers, but a little Dutch can be easily picked up and adds very much to the enjoyment of a stay in the country districts. English and German are very generally understood throughout Holland. The inhabitants are amiable, but so much an object of curiosity to travelers that they turn an honest penny by consenting to pose for the proprietors of cameras, and will neither consent to be painted, sketched, nor photographed unless they are paid for it.

The ride from the Hook to the Beurs Station occupies about twenty minutes along stretches of picturesque Dutch scenery.

TELEGRAPH AND POSTAL RULES: Postage stamps are sold at the tobacconists. Postage to the United States is 12½ cents. Foreign post-cards must have a 5-cent stamp. Within the boundaries of Holland letters cost 5 cents; cards, 2½ cents. Telegrams are sent from the post-offices; ten words for 25 cents; 1½ cents for each extra word. Cables to the United States are at a rate of 90 cents a word; to European countries, five words for 50 cents. The sign of a sub-post-office is a shield bearing the arms of Holland. Letter-boxes are conveniently and conspicuously placed on the streets.

PRICES IN HOLLAND: Holland has the reputation among English tourists of being very expen-

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sive. The hotels of the better class can be patronized for $3 a day, luncheon not included. Ask for prices *en pension* (page 135), which can be arranged for in any hotel if the stay be prolonged. These prices for room and meals are from 6 to 10 guilder a day in cities like the Hague and Amsterdam, and cheaper still in towns the size of Amersfoort. Cabs are luxuries much more easily dispensed with here than in other continental countries. The cities are small enough to be comfortably explored on foot, and the convenient tramways and small boats are delightful means of reaching the suburbs or more remote quarters of the towns. *Melke Stuben*, which are spotless and inviting dairy luncheon-rooms, where milk, chocolate, and simple cakes are dispensed by a friendly, smiling Dutch woman in a costume which sets off her sturdy figure and rosy face to perfection, are numerous and very cheap. Pastry shops, of which there are several in every street, betray the fondness of the Dutch for chocolate, ices, and rich pastry. The cooking is excellent throughout Holland. Coffee is pure and well made. Those who like meat well done should mention the fact when giving an order, for the Hollanders prefer both beef and mutton underdone. The cooking of their admirable vegetables, of rice, of bread-stuffs, and desserts is above criticism. Of the order and cleanliness in housekeeping it is unnecessary to

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speak, altho that traveler who goes about seeking what can be condemned declares that Dutch neatness is an exaggerated tradition. Breakfast is in Holland the same light repast of coffee and bread that it is in other continental countries. The luncheons and dinners are very solid meals. Few of the natives drink any but mineral water, altho the supply brought into many of the cities is said to be very wholesome. Altho forbidden by law to drink the water from the canals, the boat folk transgress in this matter constantly, without any seeming evil effect. American specialties, like shredded wheat and the many breakfast foods, are sold extensively in the Dutch cities, so no American need starve in Holland for lack of hygienic diet.

LAUNDRY WORK: In the country districts the washing is done better than in the provincial part of other European lands, but the washerwoman must be impressed in the most fluent Dutch at the tourist's command that no exorbitant charges will be allowed to go unquestioned and that good work is expected for reasonable prices. Of course, the temptation to the expeditious removal of dirt afforded by the use of acids will not be resisted, which, of course, helps to deplete the wardrobe of a passing client.

WEATHER: A waterproof, an umbrella, and a warm cloak are never to be forgotten when starting

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out to explore Holland. The rain falls frequently and the wind rushes madly at times over the low country. In the autumn there is a great deal of dull, windy weather, and whoever chooses winter for visiting Holland will need the warmest woolen clothing. The days are very short and the cold penetrating.

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SECTION XII

TRAVELING IN ITALY

PORTS: The ships sailing from the United States to Italy (page 32) stop first at Naples, then proceed up the coast to Genoa.

NAPLES: All passengers who wish to tour in Southern Italy, those who are going direct to Egypt and the Holy Land, leave the ship at Naples. The steamers for Alexandria and for Port Saïd call at Naples en route for Egypt and Syria.

The landing at Naples is made at the Immaleotella Nuova, which is the general quay for passenger ships. Few steamers go up to the pier. Small boats, for which tickets are purchased, convey the passengers ashore. One lira is all that should be demanded for these tickets. Tourists going on to Genoa often wish to avail themselves of the hours during which the steamer stops in Naples to see the city. The boatmen who own the tenders endeavor to force these sightseers to buy return tickets to the ship, promising to be at the quay waiting at any stated hour to meet them. These men must not be trusted nor the return tickets bought. The purchasers will come to the wharf and find no tender waiting, while other boatmen will demand exorbitant prices when

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they behold the tourist's confusion and anxiety to regain the ship in time.

GENOA: At Genoa steamship passengers are landed at the Ponte Frederico Guglielmo. Custom-house examinations, post and telegraph and railroad ticket-offices are all on this dock.

CUSTOM HOUSE: The custom-house officers are very courteous. Tobacco, cigars, matches, playing cards, spirits, and salt are all contraband articles and must be declared.

BAGGAGE: The railroad station at Genoa is on a hill above the landing. Flights of steps go from the dock up the terraces for the convenience of those who wish to go on foot. The *facchini* (porters) will pile the trunks and bags on their hand-carts and take them up the winding way, which the traveler can watch while mounting the steps. A sharp bargain should be made with them. Two porters are required for this service, one to push the cart and the other to keep the things from falling off. Keep them constantly in view. In Italy articles have sometimes a way of disappearing never to appear again. Bags or bundles should never be left carelessly without a guardian, not even on the seat of a railroad carriage. When entering a station, count the packages confided to the porter, call his attention to the number, and then follow him until every trunk and bag is deposited in safety in the place it should be.

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There is no allowance made for passengers' luggage by the railroads. Every pound must be paid for. The charge, according to the official time-tables ("Orario Officiale"), is 70 centesimi for one hundred kilo for every five kilometers, which, by English computation, is about fifty-five pounds for three and one-half miles. Baggage can be stored in a station in the Deposito de Bagaglia, and a receipt, Poliza di Consigna, given the owner. This ticket bears a number by which the baggage can be reclaimed. As in France, this corresponding number is pasted on the packages left in storage. The price for one piece left for twenty-four hours is 25 centesimi; for every consecutive day 10 centesimi additional is asked. Baggage can not be forwarded by railroad unless by the Grand or Petite Vitesse, as in France. The American Express, if they are notified by letter or at any one of their offices, will take all packages in charge and deliver them at a stated address at very reasonable rates. The baggage will not be weighed in a railroad station until after the ticket has been purchased. Then the *consegna di bagagli* is made out. It is duplicated, and a receipt given as on the French roads (page 128). Trunks put in the baggage-car are labeled with the number of this receipt. It must be presented to reclaim the luggage at the end of the journey.

PORTERS' FEES: For a bag, 25 centesimi;

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for a large trunk or two small ones, 50 centesimi. For particular services, such as wheeling the baggage from the dock to the Genoa Hill Station, demand the price and then offer half of this sum —you will eventually pay two-thirds of what was originally demanded. If the *facchini* go into the station and register the trunks, give them a little more than the bargain. Italian porters are good-natured, but they expect to be bargained with.

TICKETS: Railroad tickets have the price printed on them, minus the charge for the government stamp. First-class tickets on express trains cost 5 centesimi per five kilometers more than on the ordinary trains. Second and third class remain the same on both.

At the *Distribuzione di Biglietti* (ticket-office of each station), to ask for tickets, the traveler says in Italian, "*Un biglietto di prima,*" first-class ticket; "*Due biglietti di seconda,*" second-class; or a "*Ritorna,*" return ticket. Third-class in Italy is not possible for ladies. Try to be sure of the exact price of the ticket, including the government stamp, and to have the right change in hand. Mistakes, which are common at Italian railway stations, can be thus avoided without discussion. The tickets must be presented before going on to the platform. They will again be examined by the conductor before the starting of the train, and are sometimes asked to be produced in the course

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of the journey, but are taken up only at the exit of the final station.

RAILWAY CARRIAGES: The railway *coupés*, except those on the *trains de luxe*, are old-fashioned, but corridor-cars are being slowly introduced. The third-class carriages have only wooden benches and are not any too clean. There are sleeping-cars only on the through trains which come from France and from Berlin. This is a *Rapide* with only first-class carriages. On the *trains de luxe* there are restaurant-cars between Milan and Rome. They are the property of the International Sleeping-car Company, and managed as in the other countries of Europe where the cars of this company are used on the railroads. The meals are served *à la table d'hôte* at fixed prices.

Refreshments can be obtained at all the large stations, where there are restaurants and buffets. Boys bring trays of sandwiches and mineral waters along the platform to the doors of the carriages; but the traveler through Italy, as in France, (page 124), should never start off on a journey without chocolate or biscuits in his bag.

ITALIAN RAILWAY TERMS: *Ingresso*, entrance; *uscito*, exit; *distribuzione di bigletti*, ticket-office; *biglietto*, ticket; *marcia piede*, platform; *treno*, train; *wagone*, carriage; *pronti, partenza*, all aboard; *si cambia treno*, change cars;

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baggagli, baggage; *essere un coincidenza?* does this train connect? *donne sole*, ladies only; *pei fumatore*, for smokers; *vietato di fumare*, no smoking; *dogana*, custom-house; *piroscafo*, *vapore*, tender, small steamer; *barca*, boat; *quanto costa?* what is the cost? *niente*, nothing; *troppo*, too much; *mancia*, fee; *niente per me?* nothing for me? *qualche cosa per me?* something for me? *in qual binario parte il treno?* from which track does the train start?

The train time between Naples and Rome is five hours. First-class, fast trains, 29 fr. 10 c.; second-class, 20 fr. 40 c. From Genoa to Florence takes six hours. First-class, 25 fr.; second-class, 21 fr. 50 c.

FOOD IN ITALY: The coffee used is largely a mixture of chicory, and more wholesome than the real berry if one can learn to like the decoction. Buy your own tea. In Rome or Florence good tea is sold in shops patronized by the English and Americans. Make it yourself. The bread is everywhere excellent. Italians use olive-oil extensively in the preparation of food, and like the flavor of onions and a dash of garlic. Tomatoes are a vegetable which forms a large element of the savory mixtures which are a figure of the Italian cuisine. These composite dishes may not appeal to the American eye, but they are delicious to the palate and compounded of the most wholesome materials.

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POSTAL AND TELEGRAPH ARRANGEMENTS: Postage stamps can be bought in the tobacco and salt shops. As salt is heavily taxed, shops are maintained for its sale by the Government. Ordinary letters to the United States and countries across the Italian frontier require a stamp of 24 centesimi. Letters throughout Italy and Sicily need a stamp of 20 centesimi. To send a letter to any one in the same city where it is posted, a 5-centesimi stamp only is needed. Post-cards, *cartolina postale*, for Italy and abroad cost 10 centesimi; for the same town, 5 centesimi. Reply cards, called *con riposta pagata*, part of which can be returned with an answer, cost, inland, 15 centesimi; abroad, 20 centesimi. Cables to the United States are charged for by the word and are regulated by the distance to which they are sent. Three to four francs is the cheapest rate. Telegrams throughout Italy can be sent for 1 franc for fifteen words; each additional word costs 5 centesimi more. The rates for telegrams to the different countries of Europe vary according to their distance from Italy.

MANNERS AND CUSTOMS: It is the polite custom in Italy to greet strangers, on entering a shop, a railway carriage, and a street-car, with a "Buon giorno," and on leaving to bow and wish your fellow traveler a "Buona sera" or "Addio." Ladies need not be annoyed or displeased because

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so many of the male population stand and stare in the streets. Their gaze is not intended for impertinence, but as a sign of admiration, which the women of the country understand perfectly. If there is any annoyance it should be accepted calmly and borne with perfect indifference. Young women who are not full of self-consciousness never notice these intent looks; to do so is to suggest on their part a desire for further acquaintance, and if they are pursued they have no one to blame but themselves.

The impression which once prevailed that Italy was unhealthy in summer no longer bars that country to tourists between the months of May and September. By using ordinary precautions when going from the heated atmosphere of the sunlit air into the cold churches and galleries; by being always provided with a light woolen wrap for such occasions, no one will be the worse for a summer visit to Italy. Sight-seeing should be taken very leisurely and never in the middle of the day. Drink only mineral water, cold but not iced, and observe moderation in eating fruit.

LANGUAGE OF THE COUNTRY: French is very generally understood in the most traveled ways in Italy, yet a slight knowledge of Italian adds very much to the comfort of the traveler and will gain him much more consideration from por-

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ters, servants, and the class of people who are prepared to reap as large a harvest as possible from foreigners.

HOTELS: In nearly all the Italian hotels it is possible to make pension prices. For transient visitors rooms from 4 to 10 francs can be obtained in any first-class hotel. State the price you wish to pay, and do not fail to ask about the extra charges for light and attendance. A clear understanding with the hotel keeper will go a long way toward the comfortable settling of the bill. The servants' fees are the same as in France (page 136).

GUIDE-BOOKS: There are local guide-books for each Italian city published by Guigoni, similar in character to the "Guides Joanne" (page 139). They cost one lira each. They give a list of hotels and their prices in the order of their excellence.

TRAMWAYS: Italian cities are well provided with tramways. Steam and electric roads connect the suburban towns with the larger cities. The fare is paid the conductor, who gives a ticket to the passenger, punched with amount paid and the name of station to which it was paid. The management of the tramway system is like that in use in France.

CABS: Cabs are cheaper in Italy than in France. One franc a course is what a cab with a

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single horse costs by day; at night the price is increased by 50 centesimi. A two-horse cab is 1 franc 50 centesimi by day; 2 francs by night. Luggage outside, 20 centesimi extra. A tariff hangs in every cab. By the hour, the drivers charge 2 francs for a one-horse cab, 2 francs 50 centesimi for two horses.

TIME-TABLES: *Orario Ufficiale della Strada Ferrata*, price 1 lira, is a book printed on leaves rose-colored, white, green, and orange, for the purpose of enabling the seeker to find the information he desires quickly. The rose-colored part of the volume is devoted to the index of the contents. The alphabetical list of towns and the pages on which their time-tables are found and the tariff of transport (like the page here reproduced) for passengers is also appended. The tariff for baggage, dogs, and bicycles is rated per kilometer. The white pages contain all the time-tables. The green indicates particulars about special tickets of all sorts. The yellow applies to boat time-tables and advertised boats.

To find the exact price of tickets in the "*Orario Ufficiale*," first find the white time-table, and, on the left-hand side of the pages, see how many kilometers between the two places you wish to go. Then turn to the pink sheets of the book. There likewise on the left-hand side are the number of kilometers and then columns of prices added for

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TRAMVIE DELLA LOMBARDIA **368-371**

368 — BRESCIA-ORZINUOVI-SONCINO (1 novembre 1904)

Treni 1 cl. L. c.	Treni 2 cl. L. c.				42	44	46	48	Km	Tramvia a Vapore (della Provincia di Brescia)		41	43	45	47	
7 00	8 15	...	...	6 ⁰⁰	8 ⁴⁰	12 ⁰⁰	17 ⁰⁰	18 ⁰⁰	0	Brescia (Centr.)	p.	7 50	11	6 14	16 05	18 ⁰⁰	...	....
7 20	8 15	...	...	6 19	9 ⁰⁰	12 ⁴⁰	17 ⁴⁰	18 ⁴⁰	4	Rezzato		7 36	10	6 14	16 ⁴⁰	17 19	18 53	....
7 40	8 30	...	...	6 30	9 ⁴⁰	12 ⁵⁴	17 ⁵⁴	18 ⁵³	8	Torbole		7 23	10	5 54	16 ⁰⁰	16 ⁰⁰	18 ⁰⁰	....
8 00	9 45	...	...	6 42	10	...	18 ⁰⁰	19 17	9	Navato		7 12	10	19 13	15 10	19	19	....
8 30	9 40	...	...	6 50	10	9 14	18 ⁰⁰	17 15	14	Lograto	p.	7	10	5 13	15 19	19	19	....
				6 57	10	14 14	18 ⁵⁷	19			a.	6 57	10	4 13	15 19	14	...	....
9 00	9 75	...	...	7	10	23 15	18 ⁴⁷	19	19	Bettolino		6 49	9	56 13	30 19	6	...	....
9 30	9 90	...	...	7 25	10	40 15	19 17	19	22	Pompiano		6 32	9	36 13	13 18	49	...	....
9 50	10	5	...	7 35	10	51 15	19 37	19	24	Orzinuovi		6 21	9	25 13	2 18	38	...	....
10 00	10	20	...	7 54	11	15	19	19	28	Orzinuovi		6	9	12 12	46 18	22	...	....
10 30	10	35	...	8 16	11	39	19	19	33	Soncino		5 45	8	50 12	24 18	*	...	....

Fermate facoltative: Chiesanuova, Ponte Mella, Casaglio e Madonnina.

369 — BRESCIA-GARDONE V. T. (1 novembre 1904)

Treni 1 cl. L. c.	Treni 2 cl. L. c.			22	24	26	28	30	Km	Tramvia a Vapore (della Provincia di Brescia)		21	23	25	27	29	
7 00	8 15	...	...	5 55	8 50	13 10	16 30	18 50	0	Brescia Centrale	a.	5 51	8	45 12	17 17	16 20	17 ...
7 20	8 15	...	...	6	9	8 58	13 18	16 28	18 58	Porta Trento		6 45	8	40 12	11 17	15 20	21 ...
—	—	—	—	—	—	—	—	—	—	Borgo-Trento		—	—	—	—	—	—
6 40	9 30	...	...	6 19	9 14	13 34	16 44	19 14	6	Stocchetta		6 19	9	14 11	50 16	44 20	6 ...
6 50	9 45	...	...	6 30	9 27	13 47	16 57	19 27	9	Camonica		6	9	1 11	37 16	31 19	52 ...
—	—	—	—	—	—	—	—	—	—	Carcina		—	—	—	—	—	—
6 50	9 50	...	...	6 43	9 38	13 56	17	19 38	13	Pregno	p.	5 54	8	40 11	35 16	19 19	40 ...
				6 45	9 40	14	17 10	19 40			a.	5 52	8	37 11	34 16	17 19	38 ...
—	—	—	—	6 50	9 45	14	17 15	19 45		Cogozzo		5 47	8	32 11	19 16	12 19	23 ...
—	—	—	—	6 56	9 47	14	7 17	19 47		Crocevia-Lumezzane		5 45	8	30 11	17 16	10 19	21 ...
—	—	—	—	6 58	9 49	14	9 17	19 49		Sarezzo		5 43	8	28 11	15 16	8 19	19 ...
7 00	9 75	...	...	6 59	9 54	14	14 17	24 19	54	Zanano		5 39	8	24 11	11 16	4 19	15 ...
—	—	—	—	—	—	—	—	—	—	Ponte-Zanano		—	—	—	—	—	—
7 10	9 90	...	...	7 10	10	15	14	25 17	45	20	13	Gardone V. T.	p.	5 28	8	20 11	4 15	53 18	14 ...

Fermate facoltative: Porta Milano, Crocevia-Nave, Stocchetta (Passo), Campagnola Inferiore, Campagnola Superiore, Carcina (Stabilimento), Villa Cogozzo, Cogozzo (Stabilimento), Stabilimento Coduri e Fabbrica d'Armi.

370 — TORMINI-VESTONE (1 novembre 1904)

Treni 1 cl. L. c.	Treni 2 cl. L. c.			22	24	26	30	Km	Tramvia a Vapore della Provincia di Brescia		21	23	25	29
7 30	9 15	...	...	6 51	11 42	15 7	19 2	part.	Tormini	arr.	6 26	10	29	14 51 18 46
				7 10	1	1 18	24 18	31	Vobarno		6 15	10	6	14 31 18 26
—	—	—	—	—	—	—	—		Vobarno (Ferriera)		—	—	—	—
8 40	9 50	...	...	7 31	11 22	15 47	19 42	11	Pavone		5 50	9	43	14 6 18 1
8 50	9 45	...	...	7 37	11 28	15 53	19 48	13	Sabbio		5 44	9	35	13 57 18 55
8 50	9 60	...	...	7 47	11 38	16 3	19 58	16	Barghe		5 34	9	25	13 50 17 45
9 00	9 75	...	...	7 59	11 50	16 15	20 10	19	Nozza		5 22	9	13	13 38 17 33
—	—	—	—	—	—	—	—	—	Ponte-Nozza		—	—	—	—
9 20	9 90	...	...	8 11	12	16 37	20 22	arr.	20	Vestone	part.	5 19	9	6	13 21 17 26

Fermate facoltative: Roè, Collio e Vobarno-Ferriera.

371 — BRESCIA-MANTOVA (1 novembre 1904)

Treni 1 cl. L. c.	Treni 2 cl. L. c.			1	3	5	7	9	11	Km	(Dir. Mantova)		2	4	10	12
6 45	8 25	...	...	6 24	8	8	11	16	20	18	31	Brescia P. V.	a.	6 38	15	15 13 34 15 40 20 8
6 50	8 35	...	...	6 55	8 31	11	16	16	31	19	2	Castenedolo		6 10	9	46 13 6 15 12 19 39
6 50	8 50	...	...	7 13	8 44	13	19	17	8	19	23	Campagna		7 50	9	22 12 44 14 20 19 13
7 00	8 50	...	...	7 31	9	6	12	11	17	20	19	Montichiari		7 24	9	6 12 30 14 36 19	3
7 40	9 00	...	...	7 55		13	34	17	49	20	1	Carpenedolo		7	8	44	14 10 18 28 ...
7 50	9 30	...	...	8	19	12	58	18	13	20	25	Medole	p.	6 40	8	15 11 43 15 18 17
				8	1	12	58	18	15				a.		8	1 11 43 15 17 11 41
8 15	9 55	...	...	8 23	8 43		13	21	18	37	...	Guidizzolo	p.	....	7	55 12 21 17 49 19 19
				8 26	8 46	...	13	24	18	40	...		a.	....	7	52 12 18 17 46 19 16
8 35	9 75	...	...	8 45	9 6	...	13	43	19	50	...	Volta		....	7	34 ... 13 17 16 18 58
8 75	9 90	...	...	7 10	9 31	...	14	8	19	24	...	Goito		....	7	9 ... 12 35 17 3 18 33
9 15	9 30	...	...	7 50	9 56	...	14	33	19	49	...	Marmirolo		....	6	44 ... 12 10 16 38 18 8
9 50	9 55	...	...	7 55	10 15	...	14	53	20	9	...	Mantova (Città)	a.	....	6	24 ... 11 50 16 18 17 48
9 55	9 60	...	...	8	10	27	...	15	12	20	16			....	6	18 ... 11 44 16 11 17 41

Fermate facoltative: Santa Maria, Sant'Antonio, Cisa, San Polo, Bettole Buffalora, Crocevia Calvisi, Vighizzolo, Novagli, Gozzolina, S. Vigilio, Crocevia Solferino, S. Giacomo, Paresto, Trivio Cerese, Cerlungo, Bertoni, Rosso Fontana, Gombetto, Ponte Gambarara.

371* — TRESCORE-SOVERE-PIANICO (9 luglio 1904)

Treni 1 cl. L. c.	Treni 2 cl. L. c.			1	3	A ●	5	7	Km	(Tramvia di Valle Cavallina)		2	4	6	B ●	8 festivi	10 festivi
...	...	...	...	6 23	10 37	14	17	21	18	28	Trescore	a.	6 21	10	32 13	53 16	54 20 ... 21 6
...	...	...	...	6 40	10 53	14 17	17	22	19	43	Borgo di Terno		6 4	10	16 13	36 16	41 19 45 20 49
...	...	...	...	6 54	11	14 31	17	36	20	4	Lanzo		5 50	9	43 12	22 16	27 19 31 20 35
...	...	...	...	7 13	11 27	14 54	17	50	20	18	Casazza di Rannazzuro		5 31	9	24 12	3	16 6 19 13 20 16
...	...	...	...	7 26	11 40	15	18	8	20	31	Piangiano		5 18	9	12 12	50	15 55 18	0 20 3
...	...	...	...	7 36	11 50	15	13	18	20	41	Sovere-Pianico		5	9	2 12	17	46 15 45 18	50 19 23

● I treni facoltativi A e B arrivano lungo sulla salita, domenica e lunedì.

NB. — I treni faranno fermata facoltativa a *Via Sandolino, Fornace, Entratico, Luzzana, Spinone* ed a *Endine*.

Facsimile Railway Time-table (Italy)

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first, second, and third class. The first for the fast trains, the second for ordinary trains, translated like the above example. This tariff is minus the government tax, for which an extra charge is made.

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SECTION XIII

TRAVELING IN EGYPT

STEAMERS BETWEEN MARSEILLES, GENOA, NAPLES AND EGYPT: From Naples to Alexandria the following lines have ships:

Steamer.	Fare.	Time.
North German Lloyd.....	$60 and upward	4 days.
Navigazione Generale Italiana	50 " "	4 "

From Naples to Port Saïd:

Steamer.	Fare.	Time.
Orient Pacific.....	$60 and upward	4 to 5 days.
North German Lloyd.....	60 " "	5 days.
Navigazione Generale Italiana.....	55 " "	5 "
Orient Pacific	60 " "	5 "

From Marseilles a new service has been instituted on the Mediterranean by the North German Lloyd Steamship Company. This service is entirely confined to the Mediterranean. The Dutch Mediterranean Line has steamships going between Genoa and Port Saïd. These steamships, which continue their voyage on to the far Orient, are of the most modern type and extremely comfortable.

ENGAGING STATEROOMS: The regulations concerning the engaging of staterooms, care of lug-

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gage, steamer-chairs, and baths are the same as on the transatlantic steamers (page 24). All the advice given on page 65 about the Atlantic voyage applies as well to the Mediterranean. The time spent on these ships is nearly as long as on that of the very fast steamers going across the Atlantic. Chances frequently occur at Naples and Genoa by which some of the best staterooms are left vacant. By applying by letter to the agents of any of these steamers, such staterooms will be reserved for the earliest applicants.

THE VOYAGE: Mediterranean weather is, like Channel weather, very uncertain, but as a rule there is not much seasickness among the passengers. At rare intervals this inland sea becomes very rough, and travelers should be prepared for all varieties of weather.

CHOOSING THE PORT: The point at which the traveler lands in Egypt is largely a matter of taste. The voyage to Alexandria from Naples is seldom less than three days. To Port Saïd the time is twenty-four hours longer. Between Alexandria and Cairo the train goes in three and one-half hours. From Port Saïd to Cairo the time is five hours. At Alexandria the landing is made by tender; at Port Saïd at the ship's docks. Equally good vessels go to both ports. The steamers of all the lines sailing from Italy and France are of the most modern type and are improving every

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year. The arrangement of the cabins is the same as on the transatlantic steamers.

LANDING TICKETS: As soon as the ship casts anchor off Alexandria or at Port Saïd, a wild scene of confusion ensues. From the numerous small boats awaiting the steamer's arrival, a crowd of hotel runners and porters precipitate themselves on the ship and assail the passengers with their offers. There is but one way to land in Egypt comfortably and successfully. The passenger should seek out on deck an agent of some well-known tourist company, either the Anglo-American Nile Steamship and Hotel Company or Cook's man, and buy landing-tickets. These agents are distinguished by the marking upon their caps, and are prepared to take the entire charge of the tourist who buys their tickets. Everything will be put successfully through the custom-house, the agent will pay all the fees, convey the passenger to the railroad station, and there put him in charge of a competent dragoman, who will attend to the registering of the luggage for Cairo. The price of these landing-tickets, quoted from the circular of the Anglo-American Nile Steamship Company, is as follows: One person, 5*s*. ($1.25); two persons, 9*s*. ($2.25); three persons, 12*s*. ($3); four persons, 16*s*. ($4.25); five persons, 20*s*. ($5).

There can be no more foolish or false economy than the endeavor to dispense with these tickets.

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In Alexandria the trunks, after being landed, are surrounded by a mob of apparently crazed porters. Passengers are conveyed by cab to the railway station and must there await the arrival of the trunks, which are brought up later from the steamer on wagons. The station is a scene of indescribable disorder while the luggage is being taken in to the place of registration through a door some distance above the sidewalk, and only large enough to admit the passage of one large trunk at a time. If the tourist has the landing-tickets he need give himself no concern, but go directly to the train with his party, and the dragoman to whom the business is confided by the tourist agent will get the bill of registration, find the tourist in his carriage, and bring to him the bill to be settled. A fee of one franc will suffice for this service.

RAILROAD CARS: The trains between Alexandria and Cairo and between Port Saïd and Cairo have carriages of the most modern type. Second-class is quite as good as it is anywhere in Europe, and the European dwellers in Egypt always use these carriages instead of the first-class cars.

There is a dining-car on both of these trains, but 5 francs is charged for the luncheon, which is said to be not particularly good. Most travelers prefer to take with them a luncheon, which can be put up on the ship.

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EXCESS LUGGAGE: On the Egyptian railroads all luggage must be paid for. Not one extra pound is allowed.

GUIDE-BOOKS: The guide-books of Egypt are all very expensive, three, four, and five dollars being demanded for these volumes, according to the amount of information given. Baedeker, Black, Murray, and Macmillan all have excellent works upon Egypt. The Cook Tourists' Agency also publishes one which is devoted chiefly to the interests of their business, but which is extremely useful in all things save the question of expense. No prices are ever quoted by any of the books published by the Cook Agency.

DISTANCES: The distance between Cairo and Alexandria is one hundred and twenty-nine miles; the express train goes in three and one-half hours. The fares are, first-class, 105 piastres, which is $5.25; second-class, 52 piastres, which is $2.60. From Port Saïd the time to Cairo is five hours; the fare is, first-class, $6.00; second-class, $4.50. The railway terminus in Cairo is in the northwestern part of the town. Hotel omnibuses meet the trains. The cabs are small open victorias, like the French fiacres. Unless the tariff is plainly displayed, a strict bargain should be made with the driver. Except for the lightest possible trunks, these cabs will carry no luggage.

HOTELS: The charges in hotels in Egypt are

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on the American plan, food and lodging included, and the prices are from 60 piastres ($3) up, according to the size and location of the rooms. These hotels are nearly all under English and German management, and the servants are mostly Greeks. The information concerning laundry work in Europe (page 113) applies to all the washing of linen done in Egypt. Nothing is cheap in Egypt, and there is a continual demand for fees, which should be given with great discrimination. Simultaneously with the demand for "bakshish" should come the refusal.

LANGUAGE AND CUSTOMS: Arabic is the language of the people, but French and English are understood, after a fashion, by all the shopkeepers and donkey-boys. Cairo has become very European, but, for all that, it is not advisable for women to wander about unattended in the older parts of the city. In Cairo, clothing such as would be found proper and comfortable in early spring and fall in our own country is most suitable. The climate is either dry, with uninterrupted sunshine, or disturbed by floods of rain, which come down at times with such violence that, there being no surface drainage in Cairo, after one of these heavy downpours the fire-engines have frequently to be called upon to pump out the streets and make walking possible. The evenings and the nights are cold. In Southern Egypt and on the Nile the

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days are much warmer than in Cairo; the climate is much more even, but the nights are still cold. Dampness is not to be feared. Showers come on very suddenly out of a clear sky, but when they are over there is no fog, and the ground becomes perfectly dry in a very short time. Without a waterproof or umbrella no expedition should be taken in Egypt. Tender eyes will find dark glasses of great relief from the strong light reflected by the river. A motor veil of heavy chiffon is likewise recommended.

BEGGARS: The English have accomplished many reforms in Egypt for the benefit of the natives, resulting in a constant improvement in their condition. Their endeavor to eradicate pauperism by discountenancing beggary should be encouraged as much as possible. Circulars are widely distributed, entreating visitors not to give away even the smallest coin. To throw small copper pieces to young beggars is perhaps a pleasure to the donor, but it does unspeakable harm to the Egyptian people, who need not beg that they may live. They have a rich country and plenty of work, which is by no means hard, awaiting them in the fertile districts of the Nile.

THE SEASON: Earlier than late October or later than May, Egypt is neither agreeable nor convenient for travelers. The comfortable steamboats on the Nile need no mention here. Admi-

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rable circulars, filled with the most detailed information, are printed and distributed gratis by the Anglo-American Nile Steamer and Hotel Company, 113 Broadway, New York, and by Thomas Cook & Sons, 261 Broadway, New York. These will be cheerfully supplied upon application, and the agents, as a matter of business, are always ready to give all the advice and help in their power. The fact that there are now two powerful rival companies for Nile travel is a boon for the traveler, as the consequent competition gives him the power of making a very satisfactory choice in his way of seeing this interesting country.

SMALL BOATS: Both the above-mentioned companies arrange for the hire of small Nile boats called dahabiyehs. The most perfect way of enjoying the Nile is by taking one of these floating homes, but this method of travel demands both time and money. Dahabiyehs are both steam and sailing vessels, and they may be hired of private individuals under more or less favorable circumstances, which depend greatly upon the capability of the lessee to make a bargain. The private boats, when they can be obtained, are the best and in many ways the most comfortable. The price paid for boat service and food is arranged by the day. All contracts should be most carefully examined and then signed in the presence of the American consul. A felucca, which is a small open

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boat, can be hired with two men for $1.50 a day. This does not include the food. Young gentlemen of athletic taste, who do not mind mild hardships, have enjoyed in this way a most delightful month upon the Nile. Food, simple but good of its kind, eggs, butter, milk, cereals, and fruit, can be obtained anywhere along the fertile banks of the river. The travelers must do their own cooking, and take straw sleeping-mats and heavy blankets for the cold nights. There being no dampness, it is perfectly safe for young men to sleep out in the open air on the Upper Nile.

LUGGAGE FOR NILE TRAVELING: While traveling on the Nile steamboats, the wardrobe can be limited to as few articles as are consistent with comfort. The fashion of separate bodices is a great help to ladies who wish to make frequent changes in the appearance of their gowns. Men's wardrobes are more easily put into a compact space, while yet allowing all the luxury of change necessary to personal comfort and cleanliness. A straw hat or pith helmet, easy tan shoes for excursions, and a warm overcoat for evening wear are indispensable. Ladies will find an automobile veil and hat very comfortable on the Nile. All superfluous luggage can be stored in Cairo or sent on directly by train, if the tourist proposes stopping for any length of time at one of the many good hotels on the river. Travelers should not

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fail to put into their handbag a jar of good cold cream as an antidote against the hot sun and dry air. Quinine and a bottle of chalk mixture will be at times invaluable, in case of any disturbance of the bowels. When the tourist is heated by exercise or walking in the sun, great care should be taken about the sudden change of clothing. The eyes should be kept free from dust and sand, and washed with some simple, cleansing lotion. The water is good, the food plenty and of good quality, and the cooking resembles that in the better English hotels. Overtaxing the strength is the only danger in this mild, delicious climate.

EXPORT DUTIES: As the Egyptian Government claims the right to all antiquities found on its soil, the luggage of foreigners is examined upon leaving as well as upon entering the country. Valuable objects not declared are confiscated. The agents of the tourist companies will undertake the duty of passing luggage through the custom-house on leaving, as they did upon arrival. Gullible travelers are warned against the imitation of all Egyptian antiquities. So-called dealers in scarabs and other objects dear to the relic-hunter will charge enormous prices for perfectly worthless objects.

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SECTION XIV

HOMEWARD BOUND

RETURN TRIP: A transatlantic traveler unprovided with a return ticket is now rare. The occasion may possibly arise when plans must be unexpectedly changed, the departure hastened, and the good berth given up. In such a dilemma the American Express Company is the best medium for help and advice. Their ticket department, both in Paris and London, is managed by clerks of admirable intelligence and efficiency. For the tourist who is traveling alone it will be much easier to provide a stateroom at short notice than for a party of two or more. The steamship offices of the great liners are all congregated in London and in Paris very near to the offices of the American Express Company.

TRANSPORTATION TO THE SHIP: From Paris and London passengers with their luggage are transported by special train to those ships on which they have tickets. The railroad tickets for these trains must be secured at the steamship offices or agencies at the same time with the tags and labels for the luggage. If a tourist prefers to stop at interesting places along the way instead of taking the special train, suitable arrangements can be made through the American Express Company

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for forwarding the luggage to the steamer. The railroad companies undertake to do the same thing, but I should advise the passenger to beware how he trusts to such promises. On board the ship the transportation charges of the American Express will be paid by the purser and the bill presented for settlement after the ship sails.

When the tourist has selected for the homeward voyage one of those ships which call on their way at the French or English ports, the uncertainties of wind and weather make the exact hour of arrival in these ports somewhat indefinite. Special trains to these ships take the passengers to the landing stage, from which they are to be conveyed by tender to the ship lying out in the harbor at the hour when it is the schedule time for those ships to arrive in the port. Warm wraps and a provision of biscuit and chocolate, as well as a good stock of patience, should be on hand, for the delay is frequently long and tedious. The steamship companies are not to blame for any delay; time is money to them. It may be annoying to wait at Boulogne on a cold night until two o'clock in the morning instead of being safely on the ship at half past ten, but the fault lies with Dame Nature, not with the anxious officers of the steamship line. Be prepared for such emergencies and meet them as cheerfully as possible.

CARE OF HEALTH: Seasickness is said to be

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more common on the homeward voyage than on the trip east. All the directions given on page 24 about the care of the health at sea will apply here, with the added caution that the excessive fatigue induced by shopping, rapid traveling, or packing will explain causes of violent seasickness.

SHOPPING: To shop in foreign lands is as important a feature of travel as visiting art galleries or the tombs of mythical personages. The American gentleman, who never enters a retail store in his own country, who knows nothing of prices, and who would disdain a shopping expedition in his own city, is tempted by idleness and vacation to spend hours in these unknown realms, buying recklessly and often injudiciously. Tempted by the suave shop-keeper, he puts aside all thought of the duties waiting on the home shore, and, ignorant of home prices, loads himself down with articles which can be bought as cheap and as good at any American department store. Women are tempted to forgetfulness by the attractive display of goods, and likewise buy foolishly.

Novelties which blossom forth simultaneously in every Parisian shop-window, cross the Atlantic in equal numbers, and will be found quite common at home before the traveler lands from his return voyage. For tourists with long purses, the high duties on clothing and jewelry are of small moment compared with the excellence of the articles

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they purchase. But bursting trunks should not be made heavy with commonplace articles. The traveler of slender means, who desires to bring home to his friends mementoes of his journey, is recommended to buy quaint ornaments, to seek out objects made in but small quantities in certain districts, or to buy choice bits of hand work. By haunting the market-places, gifts which will be priceless in America can be purchased for such small sums that one's friends may be remembered and yet the limit allowed by the United States Custom-house for expenditure be not passed. Antiquities in any country should be avoided by all but experts. The craze for antiques has converted many shrewd individuals into gullible victims of unscrupulous tradesmen. To pay large sums for worthless objects is a crime against all traveling humanity. A good imitation of a charming old bit of pottery or a cleverly carved scarab may each have a market value, but it is usually about ninety-nine per cent. less than that of the genuine original. Fixed prices and goods marked clearly and legibly now prevail in the best class of large European shops and in the more important cities of the Continent. When bargaining is necessary, it is safer for the buyer to decide upon the sum the object is worth to him or her, and then be firm in not surpassing the first offer. This method simplifies buying other articles in the same

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shop, if the price offered for the first attempt is refused.

ARRIVAL AND CUSTOMS: At quarantine the ocean steamer may be said to make the first real pause of the voyage. A stop on the way over, sometimes for one slight reason, sometimes for another, nearly always happens at least once in the course of the passage, greatly to the anxiety of the unsophisticated passenger. On such an occasion it is perfectly unnecessary either to become excited or to endeavor to obtain any information from the officers why the stop was made. When the pilot comes aboard, the stop is little more than the slowing down of the mighty engines. As soon as he is safely guiding the helm, then the talk about the tariff and the custom-house officers becomes more ominous. All the way over this subject reminds one of the childish recollections of the thrills caused by the tale of the three bears. In the writing-room and on the saloon tables the stewards distribute papers (page 198), on which the passengers can be seen vigorously writing their declarations. Scrupulous citizens are heard questioning their wives severely and racking their brains to remember every item expended on the other side of the ocean over and above the sum Uncle Sam allows. "I think we should declare about fifty dollars' worth," says Mr. Novice. He is ignorant of the unpleasant fact that if he de-

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clares he has purchased fifty dollars' worth, the unfortunate inspector must in duty bound find sixty dollars' worth concealed in the trunk. If on the dock, when the trunk is opened, only twenty dollars' worth is discovered in the top tray, out comes the second; and if there only five dollars' worth more appears, out comes everything in the trunk. The inspector is unhappy and the conscientious passenger furious. All that has been declared must be appraised. Be very sure of the dutiable objects you have. Put them all conspicuously in the top of the trunk and have the bills handy. Then the examination can be made quickly, the appraiser satisfies himself that your statement is honest, and it will not take long to pay your duties and be off. The unscrupulous passenger is warned against too violent attempts at smuggling.

THE HEALTH OFFICER: At Quarantine all the steerage passengers must be submitted to a personal examination. The ship's doctor is responsible for the cabin passengers, and if no contagious disease has appeared during the voyage a clean bill of health will be given, and the officer leaves the ship to make way for the custom-house men, who come on to take the declaration of the passengers.

MAKING THE DECLARATIONS: Every passenger must submit to this preliminary question-

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ing, even if his whole amount of luggage consists of nothing but a handbag. Without the card given by these men who board the ship to prove that the passenger has been questioned before he landed,

CAT NO 934¼.

BAGGAGE-ENTRY CHECK.

No. 45

To the Passenger:

When *all* your baggage is landed, take this number to the officer in charge, who will detail an Inspector to make the examination.

Dutiable articles not declared will be seized.

Passengers must have their baggage examined before leaving the wharf

2—1304

Examining Inspector:

Facsimile Baggage-entry Check (U. S.)

no luggage will be inspected on the dock, and unless every piece of luggage, no matter how small, is inspected and marked, no passenger will be permitted to leave the pier.

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The declarations are taken in the saloon. At the end of each table sits an official. He is given a list of the passengers, and before him is a pile of paper, on which is printed the formula required to be answered by the Government. The official asks the passenger's name, finds it on the passenger-list, takes the address in the United States, inquires the length of the stay abroad, how much luggage the traveler has with him, how much he took over to the other side, and if his expenditure for merchandise has exceeded the sum allowed. He must likewise declare if he has brought home any gifts and what their value is. After the formality is written out that has been sworn to, the passenger is given a ticket entitling him to the services of an inspector on the dock. He can not get this inspector and must not ask for one until all his luggage has been united in the place on the pier appointed for this purpose under the letter representing the one initial of his last name. As soon as every article to be examined is here collected, the passenger can go to the desk on the pier from which on either side branch forth long lines of waiting inspectors. He there presents his ticket to the official at the desk, an inspector is assigned him, and he can then walk proudly back to his pile of trunks, followed by the dreaded officer of the customs. The poor inspectors deserve at least one good word. They are abused on all sides for do-

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ing their duty. Undoubtedly many among them are met by the passenger with such a spirit that it at once awakens an antagonism which is accountable for much of the abuse showered upon them. The passenger, when he sees a custom-house inspector, for some unknown reason expects to have all his luggage dumped out on the dirty wharf, and, before this dread misfortune really happens, is angry at the inspector. Only those who are strongly suspected, and whose tickets bear a private mark which conveys that fact to the inspector's mind, are liable to be subjected to this treatment. But if the traveler meets the inspector with an air of incivility, that splendid American citizen will retaliate if he can. This is a simple hint for less vexation while opening the trunks on the dock. I have never found an uncivil inspector. They must have many severe trials. The very idea of standing around for hours on the dirty, drafty docks waiting for ships must tend to destroy amiability. The passenger who execrates the hour spent there should be merciful to the inspector.

All trunks and boxes are required by the law to be opened. If keys are misplaced, a locksmith is at hand. If the lock can not be opened by the keys in his possession, the trunk must be broken open. Therefore be very careful to have the keys handy. If boxes are nailed up, they must be

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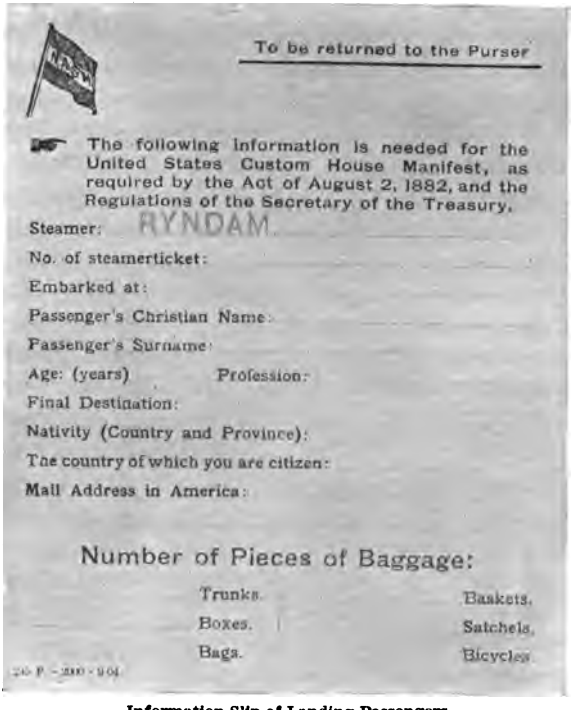
forced open. The contents are not disturbed, unless it is required that the appraiser should look at



To be returned to the Purser

The following information is needed for the United States Custom House Manifest, as required by the Act of August 2, 1882, and the Regulations of the Secretary of the Treasury.

Steamer: RYNDAM

No. of steamerticket:

Embarked at:

Passenger's Christian Name:

Passenger's Surname:

Age: (years) Profession:

Final Destination:

Nativity (Country and Province):

The country of which you are citizen:

Mail Address in America:

Number of Pieces of Baggage:

Trunks.	Baskets.
Boxes.	Satchels.
Bags.	Bicycles.

Information Slip of Landing Passengers

them. Unsuspected tourists are subjected to very little annoyance, and, altho I shall probably be severely criticized for this statement, my experi-

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ence warrants the remark that passengers on the homeward journey worry very unnecessarily about their encounter with the United States custom-house inspector.

LANDING-TICKET: The room steward takes up the return ticket and presents each passenger with a slip of paper, which is to be made out for the officers of the port. This contains a statement of the age, the sex, the occupation, the nationality, the parentage of the passenger, together with the number of pieces of baggage in his possession. In return for these details, after the slip has been delivered to the purser, he sends back by the steward a landing-ticket. The landing-ticket is taken up as the passenger steps on the gangplank to leave the ship. Ladies, please do not lose your landing-ticket. Gentlemen, kindly keep it in an outer pocket, and do not separate an impatient wife from her waiting husband while you take time to search for it. On every ship that comes in, the landing-ticket has a way of escaping passengers and keeping the crowd at the entrance to the narrow gangplank from moving as it should. Do not be so excited at the prospect of reaching home that all the modest remarks on page 68 concerning ship's etiquette are utterly neglected.

TRANSPORTATION OF PASSENGERS AND BAGGAGE IN NEW YORK: One of the first severe blows to the untraveled citizen, who has

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spent his season in Europe idealizing home institutions, is the means of transportation for passengers and trunks found on the New York steamship docks. They may be both very fine in their way, but they are not in the least what the ardent patriot imagined them to be. Carriages can be hired which will take both passengers and luggage for an extravagant sum from the steamer to their destination. If the passenger expects to catch a train, it is absolutely necessary to take one of these vehicles, and we leave him to drive the best bargain he can with the independent coachman. An agent of the transport company is also in waiting. He gives to each person who employs him a card with a number on it, and pastes the same number on every piece of baggage confided to his care.

The charge is fifty cents for every bag and trunk. These are sometimes delivered the same day, if the landing is made very early in the morning. More frequently they will wander along in the course of the next afternoon if you chance to live in the district above Fifty-ninth Street. One can only surmise when they get up to Harlem, but it is fervently hoped that the drivers do not delay so long that the illusion of the return is marred by the discovery of any unsuspected shortcoming in the institutions of Greater New York.

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SECTION XV

FOR AUTOMOBILISTS

AUTOMOBILE ITEMS: The cost of taking an automobile abroad, with the packing and freight included, is between two hundred and three hundred dollars. Arrangements for such transportation can be effected through the medium of the American Express Company, who have the most extensive experience in conveying motor cars. The steamship companies do not care to be bothered with such details. The packing of a car costs all the way from thirty to seventy-five dollars. The American Express Company will call for it, attend to all the bills of lading, ship it, and deliver it from the garrage in New York to the garrage in Havre, for a stated sum, such as above quoted. The exact price depends upon the cubic feet occupied by the packed machine.

DUTIES: No duty is required by the English Government for an automobile entering any English port.

In France and Germany the custom-house duties amount to $12. The automobilist applies for a bill of entry, called in French a *passe-avant*. The custom-house duty being then paid, a leaden seal will be attached to a conspicuous part

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of the machine. The machine is then said to be *plombé*. On leaving the country, this seal is removed by the official and the duty refunded to the automobilist. The same regulation about the duties applies to all the frontier custom-houses. When passing from one continental country to another the machine is sealed with lead, the duty exacted, and, on leaving the country, the seal is taken off and the duty refunded. The duty required in Italy is twenty dollars.

THE SPEED LIMIT: In France there is no speed limit in the open country, but twenty kilometers in Paris and twelve kilometers in the provincial cities is the rate of speed which must not be exceeded in an hour. Eight kilometers is about five English miles.

In Germany and in Italy the automobilist must not drive anywhere at a speed exceeding fifteen miles an hour.

In England the speed limit is eight miles in cities, and fifteen miles on the country roads.

GASOLINE: In England gasoline costs 1*s*. 4*d*. a gallon, and the cost of running a big machine is estimated at from fifteen to twenty shillings a day, continuous riding.

In France the *essence* or *petrol*, as it is indifferently called, costs 70 centimes a liter in the country, and one franc a liter in Paris, owing to the duty required by that city. The cost of running a

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machine by the day is from 15 to 20 francs. On entering and leaving Paris, an automobilist is subjected to an examination at the *octroi du barrière*, the entrance to the city. He must pay duty, if he carries more than the necessary quantity of petrol.

In Germany *petroleum* is cheap. It is only 40 pfennigs a gallon.

In Italy the price of the *essenza* is 75 centesimi a liter. Garrage expenses are in Germany about 20 marks a day and in France 30 francs.

In Paris the two places of garrage most recommended for the care of machines and for their roomy accommodations are the Paris Automobile, Rue d'Anjou, and Schroeder & Co., 51 Avenue de la Grande Armée.

While stopping at country hotels or at inns where there is an accommodation for automobiles, no charge is made for putting up the machine. The board and lodging of the chauffeur, which is made up to at least $2 a day, is considered a proper equivalent for the shelter lent the machine.

In France the chauffeur is called the *mécanicien*. Good road maps, especially fitted for the use of automobilists, are now to be purchased in every continental country, as well as in England, for sums ranging between twenty-five and thirty cents. An experienced automobilist recommends the use of two sets of these maps. One a map of the enlarged type, showing all the peculiarities of each

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road, and the second a general map of the district to be traversed upon the trip.

The hire demanded for a good automobile, in England and on the Continent, puts this mode of travel quite out of the reach of the economical tourist.

The following prices are quoted from the card of the *Chauffeurs Réunie* in Paris: A machine for four persons for half a day, for Paris and the suburbs—60 francs; for six persons, 80 francs; whole day, 100 to 120 francs. If the trip extends to some distance, the price ranges from 120 to 150 francs. These charges include all the expense attached: repairs, gasoline, and everything but the food of the mécanicien. It is only fair to say here that a fee is expected by that gentleman. It must be regulated by his services, altho five francs is usually considered enough. When hiring an automobile by the week or month a careful bargain should be driven. Repairs are excessively expensive, and under no condition should they be undertaken by the person hiring the machine.

In England, the price asked by one noted firm for a brand new motor car is 150 guineas a month, which includes everything but the gasoline. This is the highest price quoted in England. By the day, it is possible to hire a machine at 8 pence a mile. In Germany and Italy no fixed prices are quoted, but good bargains may be made at reliable garrages.

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The enclosed car is said to have the disadvantage of being less cool and less capable of high speed, but for ladies it is the only really comfortable machine for touring. The European roads, tho good in all other respects, are very dusty in summer. When the *tonneau* is enclosed in glass, a lady may travel in an ordinary costume, and the one great objection to this form of pleasure, the annoyance of dirt and dust, is greatly lessened if not entirely avoided.

The many inventions in the way of clothing and general luxuries for the automobile, find no place in this manual. Such constant improvements are being made, that it is better the tourist should discover these things for himself.

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APPENDIX

It was the intention of the publishers to give an illustration of each of the following coins, but the law against counterfeiting forbids their reproduction, either by photography or line drawing, except for dealers and catalogs. This appendix has in consequence been added to replace the illustrations, while the values given below are the prices charged by the money-changers for all single coins above the value of the unit of each country. Any purchaser of a single coin below this unit must pay five cents extra for that coin, no matter what its value, but such a purchase is rare except for curiosity, as transatlantic travelers will buy small coin for use and therefore require amounts which will curtail this extra charge.

ENGLISH COINS: *Gold.*—Sovereign, twenty shillings, $4.90; half-a-sovereign, ten-shilling piece, $2.45. *Silver.*—Crown, five-shilling piece, $1.22; half-a-crown, two shillings and sixpence, 62 cents. (This last coin is easily mistaken for the florin or two-shilling piece, worth forty-nine cents. The difference lies in the size and in the markings. Half-a-crown is engraved on the re-

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verse side with a shield bearing the King's coat of arms, whereas the florin has either the cross of St. George or three small shields with the arms of England, Ireland, and Scotland.) One shilling, 25 cents; sixpence, 12 cents; threepence, 6 cents. *Copper.*—One penny, 2 cents; one ha'penny, 1 cent; farthing, ½ cent.

FRENCH COINS: *Gold.*—Twenty francs, $3.92; ten francs, $1.96. *Silver.*—Five francs, 98 cents; two francs, 39 cents; one franc, 20 cents; fifty centimes, 10 cents. *Nickel.*—Twenty-five centimes, 5 cents. (These coins when new are of the same size and therefore easily mistaken for a franc.) *Copper.*—Two sous, 2 cents; one sou, 1 cent; one centime, ⅕ of a cent.

GERMAN COINS: *Gold.*—Twenty marks, $4.80; ten marks, $2.40. *Silver.*—Five marks, $1.20; three marks (thaler), 72 cents; two marks, 48 cents; one mark, 24 cents; fifty pfennigs, 12 cents. *Nickel.*—Twenty pfennigs, 5 cents; ten pfennigs, 2½ cents; five pfennigs, 1 cent. *Copper.*—Two pfennigs, ½ cent.

ITALIAN COINS: (Italy is the land of counterfeiters, and strangers can not be too careful about the money they accept. In paper, no bills but those of the Banca d'Italia should be accepted in shops, at the railway stations, or in hotels. Foreign gold is everywhere current in Italy, but the silver of all other countries will be rejected.

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A high exchange is given by the bankers for English and American gold. There is no Italian gold at present in circulation.) *Silver.*—Five lire, 98 cents; two lire, 39 cents; one lira, 20 cents. (Only the silver coins issued since 1863 are good.) *Nickel.*—Twenty centesimi, 4 cents; five centesimi, soldo, 1 cent; two centesimi, ½ cent; one centesimo, ⅕ cent.

HOLLAND COINS: *Gold.*—Ten florins, $5. *Silver.*—Two and a half florins, $1.05; one guilder or florin, 40 cents; 50 cents (Am. 25 cents); 25 cents, Kwartje (Am. 12 cents); ten cents, Dubbeltje, 5 cents; five cents, Stuiver; 2½ cents. *Copper.*—Two and a half cents, 1 cent; one cent, ¼ of a cent; half cent, rare.

EGYPTIAN COINS: The Egyptian unit is a pound of 100 piastres, each 10 orch-el-guerche. *Gold.*—Pound, $4.94; half a pound, $2.47. (English, French, and American gold coins are extensively current in Egypt. Francs are common.) Twenty piastres, 98⅛ cents; ten piastres, 45¼ cents; five piastres, 24¼ cents. *Silver.*—Twenty piastres, 47 cents; ten piastres, 23 cents; five piastres, 12 cents; two piastres, 5 cents; one piastre, 3 cents. *Nickel.*—Five orch-el-guerche; 2 orch-el-guerche; 1 orch-el-guerche. *Bronze.*—Half a piastre, ¼ cent; quarter of a piastre, ⅛ cent.

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